The China Mail.

ESTABLISHED 1845

No. 15,296 | 英一千九百一十二年五月七號 | HONGKONG, TUESDAY, MAY 7, 1912. | 壬子大歲年十一百大千四元紀 | PRICE, $3.00 Per Month.

BOY STRICKEN BLIND IN SLEEP.

Retiring to sleep recently with sight apparently normal, Hobart Bray awoke next morning to find himself totally blind. Bray, who is sixteen years old and lives at No. 518 Baltic Avenue, was taken to the Will's Eye Hospital, Philadelphia.

Bray, a poor boy with ambitions, owes his misfortune perhaps to hard study. After putting in six hours daily at the public schools he has been assisting to support a large family by working as a telegraph messenger. When his work was over, usually about 11 o'clock at night, he prepared his lessons for the next day. He is considered one of the best pupils in his class.

Because of the family's poverty he has had to study by candle light at home. But his eyes never previously troubled him. He suffered from a severe headache, but finally went to sleep.

When he awoke about 6 o'clock to put in a couple of hours' work as a messenger before school time he was unable to see. The boy thought the failure of vision only temporary, but when home remedies failed to relive him a physician was called. On his advice Hobart was taken to the hospital.

Neighbours made up a purse to assist in defraying the expense and his comrades with the telegraph company also "chipped in." The boy takes his affliction bravely and thinks only of the trouble he may be to his family.—*China Press.*

During the duel with swords at a recent performance of "Proud Maisie" at the Aldwych Theatre, Miss Alexandra Carlisle accidentally struck Mr. Henry Ainley in the hand with a sword. When she discovered what had happened she tore a ruffle from her sleeve and bound Mr. Ainley's arm tightly so as to reduce the bleeding. Mr. Ainley was able to go through his performance, and the wound was afterwards treated by a surgeon.

Intimations.

G. FALCONER & CO., LTD.,

WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.

BROOCHES, RINGS AND PENDANTS

- IN -

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

—:(=):—

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 1788

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs,

CAMERAS FOR HIRE. 1768

WING ON Co.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

208-213, DES VŒUX ROAD CENTRAL,
107 & 108, CONNAUGHT ROAD CENTRAL. (Trams pass the Door)
Telephone 189.

Hongkong, August 15 1910. 771

Protect Your Eyes.

SUNGLASSES and GOGGLES

OF ALL SHAPES AND SHADES

NEW STOCK.

J. ULLMANN & CO.

Jewellers, Watchmakers and Opticians,

CORNER OF FLOWER STREET.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have ever thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application.

WONG PING WA, *Manager.*

Hongkong, April 1, 1912 456

MARIE BRIZARD AND ROGER'S

FINE LIQUEURS AND BRANDIES.

AGENTS:

A. S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, January 11, 1912. 34

IALINE

REGISTERED TRADE MARK

- of -

BURT, BOULTON AND HAYWOOD LTD., LONDON.

FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVATORIES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL

CARBORIC DISINFECTING FLUID,

THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE USE, A LOTION OF 2 PER CENT. BEING SUFFICIENT.

Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.

SOTOR.

AVENARIUS' WORLD-KNOWN COPPER PAINT.

For the Bottoms of Vessels and Boats and for the Coatings of all Wooden Structures of Wharves and Docks. Penetrates deep into the wood, thus rendering same immune against attacks of the Teredo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.

Hongkong, May 6, 1912.

Intimations.

MITSU BISHI GOSHI KWAISH
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for KISHIDAKE & SAKITO COALS.

HEAD OFFICE:—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu, Wakamatsu, Kobe, Osaka, Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: 'IWASAKI.
Codes:—A 1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing & Co.
MANILA: Messrs Macondray & Co.
SINGAPORE: Messrs Borneo Co Ltd.

For particulars, apply to

Y. SHIBUYA,
Manager,
No. 2, PEDDER STREET
HONGKONG.

816

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM this date and during my absence from the Colony Mr A. B. ROUSE will act as SECRETARY of the Company.

By Order of the Board,

C. MONTAGUE EDE,
Secretary.

Hongkong, May 2, 1912. 613

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during my absence from the Colony MR A. B. ROUSE will act as SECRETARY of the Society.

By Order of the Board.

C. MONTAGUE EDE,
Secretary.

Hongkong, May 2, 1912. 614

NOTICE.

WE beg to announce to the Public that we have at present the Centre part of a block of VALUABLE GREEN JADESTONE of the most famous and popular LO HANG (老坑) quality very transparent and of first water. It weighs 76 lbs. of which 9 lbs. are bright chrysoprase and can be made into numerous valuable ornaments. Its total value is estimated to be at $100,000 odd. Visitors are welcomed to make inspection.

PO WO CHEONG,
No. 287, TAI SAN STREET,
(Great New Street),
CANTON.

Canton, April 30, 1912. 599

BUTTER! BUTTER!

We are pleased to announce that the selling prices of our different BRANDS of BUTTER at present are as follows:—

!!REDUCTIONS!!

'DAISY'	BRAND	80 ct. per lb.
'DAIRYMAID'	"	75 ct. per lb.
'BUTTERCUP'	"	70 ct. per lb.
'PASTRY'	"	65 ct. per lb.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910. 66

CHEN KWONG & CO., LD.

GENERAL IMPORT & EXPORT.

CANTON'S LARGE WHOLESALE & RETAIL STORE:

FURNITURE, Draperies, Groceries, Boots & Shoes.
Makers of Jewellery, Lacquerer, Crockery Ware.
Ironmongery, Wine and Spirits.
Foreign Clothes for gentlemen made to order by our own tailors.
Large Assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.

SUE FAT POO STREET.
Tel. No. 1406 CANTON.
Century Edition, 1911. 775

ANOTHER SHIPMENT

- HAS -

JUST ARRIVED.

NATURAL SHAPE
CORK TIPPED

PALL MALL

FAMOUS CIGARETTES

Butler & Butler
NEW YORK

THEIR DELIGHTFUL FLAVOUR AND FRAGRANCE NEVER VARIES.

These celebrated cigarettes are a blend of Oriental Tobaccos of the finest growth and selection, and are so carefully blended that each cigarette will smoke to the end with the same delicious taste and aroma.

IF BRITAIN WENT TO WAR.

What Would Happen in the City?

The *Round Table*, that admirable arena for the discussion of the serious problems of the Empire, published last month a most luminous and interesting article on the credit system of the world, and how it would be affected by war. The article, entitled "Lombard Street and War," is anonymous, but it has been described by the *Times* as "one of the most remarkable articles on what we may call the natural history of "the City" that has been published for some time. The writer displays an amount of knowledge of the working of the London Money Market and a degree of insight into the forces which govern it which is unusual and refreshing. That it is written 'with a purpose' makes its scientific breadth all the more surprising."

LONDON AS THE NERVE CENTRE OF THE WORLD.

The writer says:—

An infinite number of strands binds all the great nations to one another, and, like the nerves of the human body, those strands radiate from the great nerve centres of credit.

The art of banking is to speculate with success on the chance that only a small proportion of creditors will ask for their money in gold at the same moment. But they *may* all demand it.

Gold must be always available somewhere. And it is always available, but only from one place in the world. London alone among the great financial centres, has undertaken the task of meeting every legitimate demand in gold at all times and to any amount. No other banking nation has ventured to face the risk of meeting not only the demands of its own depositors, but of the world itself. If Germany has to pay gold to Turkey for a loan newly granted, she gets it from London; if New York wants gold, she gets it from London; if the Argentine or Egypt or India have had good harvests and want gold, they get it from London.

She undertakes to supply on demand not only the countless depositors in her own bank, but the world at large. Anybody in the world who keeps money in London, or can raise a credit or get an advance in London can get gold from the Bank of England.

LONDON'S GOLD RESERVE.

The Bank of France holds to the amount of £128,000,000; the Bank of Russia, £125,000,000; the Reichsbank, £55,000,000; while the bank of England, with world-wide liabilities, has only £35,000,000 lying in bullion or coin in the vaults of the Bank of England, together with the stock of metal held by other banks, in all, perhaps £70,000,000. It is estimated that this sum is equal to not much more than six per cent. of the total deposits of the banks of the United Kingdom. While the stock scattered about among the different banks is a valuable stand-by, the final reserve is the reserve of the Bank of England. That is the reserve which all the banks in the United Kingdom fall back on. In 1907 America drew nearly £15,000,000 in two months from London. The Bank of England's reserve fell over £6,000,000 in two weeks. There is no other nation which has been able to undertake these tremendous responsibilities.

Since 1895 the world's gold has increased by £1,000,000,000. A great portion of this huge sum has passed through London, because London is a free market. Only £20,000,000 has stayed there.

IF WAR BROKE OUT.

What, then, is likely to happen on the outbreak of such a war? Suppose, for instance, Germany declared war against us. A crisis in the Money Market would be at once precipitated. Everybody would be seeking to place themselves in a position to meet their engagements. Money would dry up, and the Bank rate would be forced [illegible] would be a tremendous fall in value of all securities on the Stock Exchange, so great a fall that the Stock Exchange might even have to be closed. Banks would have to "carry" their customers who had borrowed against securities, and would find a large part of their assets unrealisable. The discount market—i.e., the bill market—would be no better off.

London finances Germany by means of acceptances to the extent probably of about £70,000,000 sterling at any one time. This means that accepting houses in London will have made themself responsible during the two or three months after the outbreak of war for the payment, mainly to the Joint Stock Banks, of £70,000,000, against bills drawn on German account, which these banks and others will have bought in the discount market. But the accepting houses would only be in a position to pay the whole of this large sum if they receive, as they would in the ordinary course of affairs, the same amount from their German clients, to finance whose business the bills were drawn. It is quite probable that these clients would not or could not pay. It is probable that in any case, whether their money were received or not, the discount market would be so hopelessly disorganised that a "moratorium" would have to be declared.

WOULD LONDON PUT UP ITS SHUTTERS.

The whole credit system rests on the supply of banking currency. If this currency is withdrawn no one can meet his debts, because no one has means to pay. The whole money market would be struck with paralysis. As Bagehot said, all that would be left would be a mass of failures and a bundle of securities. In any case the sudden stop of the discount machinery would cause incalculable damage and confusion to trade and enterprise throughout the world. Everything would depend on the action of our foreign clients as a whole. If they took fright and demanded immediate payment in gold, London might have to put up her shutters as a free gold market simply through lack of time to save herself by the realisation of some of her immense assets abroad.

WOULD WE EVER RECOVER.

London might never regain her place. Gold would flow in again, no doubt, to pay for the interest on our present investments, which amounts to something like £180,000,000 per annum on a capital invested of £3,300,000,000 sterling. The most dangerous period, therefore, will be the few days or weeks after the declaration of war, if it was quite clear war was inevitable the few days before that declaration, when our enemies might attempt to withdraw as much money as possible.

But if we were defeated our position as the world's financial centre might be lost for ever.

The moral of this is, according to the writer, that "The British fleet is the best protector of London's gold reserve." To vary the phrase, Lombard Street floats in the British Navy, and the nerve centre of the world depends for its safety upon the maintenance of the standard of two keels to one.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs.

CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS.

Intimations.

THEATRE ROYAL, HONGKONG.

FIVE NIGHTS ONLY

COMMENCING

WEDNESDAY, MAY 8th.

UNDER the Distinguished Patronage of His Excellency the OFFICER ADMINISTERING THE GOVERNMENT.

MAURICE E. BANDMANN PRESENTS AT ENORMOUS EXPENSE

The World-Famous Comedian,

THE ONE ONLY ORIGINAL

R. G. KNOWLES

AND COMPANY OF ARTISTES

from the Leading West-End Halls.

The Wave of Laughter will strike Hongkong on Wednesday.

PRICES $1.50, $3, $2 and $1.

Seats Plan now open at MOUTRIE'S.

Hongkong, April 30, 1912. 601

NEW THEATRE,

KAW U FONG.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE GREAT Raymond

MASTER OF MIRACLES,

WILL APPEAR IN A

GRAND CHANGE OF PROGRAMME.

PRICES: $3, $2, $1 & 50 cts.

Hongkong, May 6, 1912. 5'3

NOTICE.

MR. WILLIAM GILBERT WORCESTER has this day been admitted a PARTNER in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of 'MOXON & TAYLOR.'

MOXON & TAYLOR.

Hongkong, May 1, 1912. 604

PROPERTY INSURANCE CO., LTD. OF LONDON

(FIRE DEPARTMENT).

THE Undersigned, having been Appointed GENERAL AGENTS of the above Company for Hongkong and its Dependencies, are prepared to accept approved risks against Fire at current rates.

MOW FUNG & CO.,
General Agents.

Hongkong, May 1, 1912. 615

SCENIC RAILWAY.

THE same as was shown at the HONGKONG UNIVERSITY BAZAAR, will be open to the public from

WEDNESDAY, 1st MAY, 1912,

at the

OLD LAND OFFICE IN QUEEN'S ROAD (opposite the foot of D'Aguilar Street)

36 EXTRA FILMS 36.

Will be exhibited, so that passengers may go ROUND THE GLOBE with all the thrills and excitement of a railway journey in the record time of HALF AN HOUR.

OPEN DAILY! OPEN DAILY.

from 2 P.M. to 11 P.M.

A Fresh start made every 30 minutes.

FARE: 50 CENTS.

Hongkong, April 23, 1912. 582

PICNIC PARTIES.

LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" Launch can be hired for PICNIC PARTIES by the Hour or Day.

For terms apply to the MANAGER,

H. HAYNES.

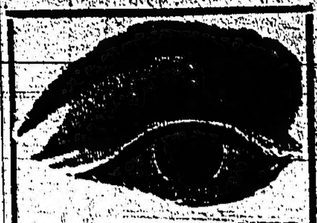
Hongkong, March 1, 1912. 293

PATELL & CO.

Exporters & Importers

General Merchants and Commission Agents

HONGKONG, CANTON, SHANGHAI AND HANKOW.



DEFECTIVE EYESIGHT NEEDS A SPECIALIST.

IS YOUR VISION CORRECT?

Do your eyes focus properly for all distances? If you are not sure about it consult a reliable optician or occulist NOW. You will find it the wisest thing to do—and the cheapest.

A thorough, professional training in optics, years of successful experience and thousands of pleased patrons, is our guarantee to you of competent, satisfactory service.

Ours is the only completely equipped lens grinding establishment in South China.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS. CHATER RD.
HONGKONG

Hongkong, February 14, 1911. 77

To Let

BEACONSFIELD

WILL be converted into a FIRST CLASS BOARDING HOUSE, with large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply to

LINSTEAD & DAVIS,
Alexandra Buildings.

Hongkong, March 20, 1912. 395

TO LET.

2ND FLOOR, No. 2, PEDDER STREET.

(1) Offices at present occupied by U.S. Consul General.
(2) Offices at present occupied by U.S. Public Health and Marine Hospital Service.

Can be divided to suit tenants.

Apply to

JARDINE, MATHESON & Co., LTD.

Hongkong, April 30, 1912. 598

TO LET.

LEUKNOR, 116, The Peak, Furnished, for July and August.

Apply—

MAJOR TULLOCH,
Head Quarters Office.

Hongkong, April 27, 1912. 587

TO BE LET.

ON OR ABOUT 1ST MARCH, 1912.

SHOPS and OFFICE, in ALEXANDRA BUILDINGS, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.

A. S. WATSON & Co., LTD.,
Alexandra Buildings.

Hongkong, August 29, 1911. 1110

TO LET.

GODOWN No. 4, NEW PRAYA, Kennedy Town.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, May 1, 1912. 603

TO LET.

OFFICES in KING'S BUILDING

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, May 1, 1912. 1504

TO LET.

NEW & Commodious SHOPS, NATHAN ROAD, Kowloon, Immediate possession. Cheap Rental.

Apply to

HUMPHREYS' ESTATE & FINANCE Co., LTD.

Hongkong, March 23, 1912. 440

OFFICES TO LET.

FIRST-Class Central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for Messrs WHITEAWAY, LAIDLAW & COY., LTD. Entrance from Des Vœux Road. Electric Lift to all floors, Electric Light throughout.

The Plan can be seen and all particulars obtained at the Offices of MESSRS. PALMER & TURNER, ALEXANDRA BUILDINGS, 3RD FLOOR.

Hongkong, March 12, 1912. 382

TO LET.

OFFICES and GODOWNS to let in Duddell Street.

No. 13, BEACONSFIELD ARCADE, Top Floor.

'ROGATE' Austin Road, Kowloon, from 1st April.

No. 12, BEACONSFIELD ARCADE, First floor.

No. 13, BEACONSFIELD ARCADE, First floor.

'WESTWARD HO,' No. 13, BONHAM ROAD, with garden.

Apply to

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, Aug. 2, 1911. 146

SAVARESSE'S SANTAL MIDY CAPSULES

BY APPOINTMENT

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers AND Share, Coal and General Brokers.

PROPRIETORS

"TO-KWA-WAN" COAL STORAGE.

Codes used: A.B.C. 4TH & 5TH EDITIONS. A1. TELEGRAPHIC CODE.

Telegraphic Address: 'MEIRION' HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY,

the 9th May, 1912, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

PRINCIPALLY NEW STOCK,

Comprising as follows:—

Two Drawing Room Suites, One Silk Tapestry and One Morocco Leather, Covered Upholstered Chairs and Sofas, Carpets and Rugs, Pictures, Oil Paintings and Engravings, Bed Room Suites, Double and Single Brass and Brass-mounted Bedsteads and Cots, Bureaus, Wardrobes, &c., Teakwood Dining Room Furniture, &c., &c., Crockery, Electro-plated and Glass Ware, Cooking Stoves and Utensils and Enamelled Ware, Cutlery, &c.,

Also

A quantity of Carved Blackwood Furniture, and 2 Cottage Pianos.

Catalogues will be issued.

TERMS:—As usual.

On view day before sale.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, May 4, 1912. 627

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr J. W. BOLTES, to sell by Public Auction on

FRIDAY,

the 17th May, 1912, commencing at 2.15 P.M., within his Residence, No. 3, ELLIOT CRESENT, 25 ROBINSON ROAD,—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.

Therein Contained, Comprising:—

Blackwood Hall and Drawing Furniture, Brussels, Carpets and Rugs, Oil Paintings and Water Colours (by well-known artists), Etchings and Engravings, Silk Screens, Tapestries, Lace and Chinelle Curtains, Austrian Vases, Bronzes, etc., Dining Room Suite, Electro-plated, Glass and Crockery Ware, etc., including Dinner and Tea Service of French Porcelain, Cutlery, &c., Coloured and Steel Engravings, and a Valuable Collection of White and Blue Wall Plates and Vases, Bed Room Suites by well-known makers including Sectional Bookcases, Double and Single Brass-mounted Bedsteads, Bed Linen, &c., Indian Rugs, Pantry and Kitchen Utensils.

One Upright Grand Piano by Behr Bros. & Coy., New York, in excellent condition.

One Large American Ice Chest.

One Treadle Sewing Machine.

Two Lady's Carrying Chairs, One Garden Seat,

And

A Large Variety of Palms, &c., in Pots.

On View from Thursday, 16th inst.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, May 3, 1912. 623

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00 a.m.	to 10.00 a.m.	Every 10 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 10 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 10 minutes.
2.15 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	Every 10 minutes.
11.45 a.m.	to 12 Noon	Every 15 minutes.
12.00 Noon	to 1.00 p.m.	Every 10 minutes.
1.00 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	Every 10 minutes.
6.00 p.m.	to 7.00 p.m.	Every 15 minutes.
7.00 p.m.	to 8.10 p.m.	Every 10 minutes.

7.30 a.m. (Sunday).

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 1.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, HERMANN BUILDING, Des Voeux Road, Central.

JOHN D. HUMPHREYS & SON, *General Managers.*

GEO. P. LAMMERT AUCTIONEER.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction on

WEDNESDAY,

the 8th May, 1912, commencing at 11 A.M., at his Sales Rooms, DUDDELL STREET,—

580 PAIRS GENTLEMEN'S, LADY'S and CHILDREN'S BOOT and SHOES in BROWN and BLACK LEATHER, BUCKSKIN and CANVAS.

N.B.—The above are in fine condition and are being sold in lots to suit all purchasers.

On view from Tuesday, the 7th inst.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, May 3, 1912. 622

PUBLIC AUCTION.

THE Undersigned has received instructions from H. L. DENNYS, Esq., Senr., to sell by Public Auction on

WEDNESDAY,

the 8th May, 1912, commencing at 2.45 P.M., at his residence "BELVEDERE," No. 120, The Peak),—

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

Teak Extension Dining Table, Sideboard with Bevelled Mirror, Dining Chairs, Glass and Crockery Ware, Cutlery, etc., etc.,

Teak Double and Single Wardrobes, Washstands, Dressing Tables, Toilet Crockery, Pictures, Ornaments, etc.;

A few pieces of Choice Blackwood Ware.

Cottage Piano by Werner.

A large quantity of Plants in Pots.

On View from Noon, Tuesday, the 7th May.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, April 30, 1912. 596

Want' Advertisements

PREPAID

$1 per inch..... 3 insertions.

$2 " " ..... One week.

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete fount, including Italic.

In good condition Send offers to 'TYPO,' Care of 'CHINA MAIL' Office.

Hongkong, March 21, 1912. 405

FOR SALE.

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Hongkong, May 18, 1911.

NAVAL DISCIPLINE.

Punishments in the Olden Times.

In view of the question of naval discipline and summary punishments having been referred by the Admiralty to a committee, the following article by "Taffrail" on punishment in the Stuart Navy possesses special interest.

The study of naval literature is invariably most instructive, but the History of the Royal Navy during the period lasting from the death of Queen Elizabeth in 1603 to the accession of William III. in 1689 affords, perhaps, the most interesting reading that it is possible to obtain.

During the latter part of the 16th century the navy was undoubtedly efficient; evils certainly existed, but men of the calibre of Drake and Raleigh did much towards keeping the ships and their crews in a fit state for war. It was during this time that Sir Francis Drake circumnavigated the globe (he sailed from Falmouth on December 13, 1577), and the defeat of the Spanish Armada in 1588, combined with many other lesser naval triumphs, both in war and in exploitation, all go to prove that the Elizabethan sailor was as fine a seaman and fighter as it was possible to procure.

After this period, however, the navy appears to have undergone a relapse, for in the middle of the 17th century it was in about as bad a condition as it is possible to imagine. Abuses were prevalent, and the constant peculation undermined all attempts at discipline. Strict rules and regulations were in existence, but were, it seems, enforced in a most haphazard fashion, for which the most drastic punishments were sometimes inflicted upon the culprits, they were on other occasions allowed to go scot free. The punishments themselves, however, are well worthy of mention, as they are most interesting.

CRUEL PENALTIES.

The penalty for failing to attend Divine service, which was held twice a day in each vessel—once before dinner, and once in the evening before the setting of the watch—was 24 hours in irons. Swearing was punished by three knocks on the forehead with a boatswain's whistle, and smoking, except on the upper deck, by the bilboes. A thief was lashed to the capstan, and every man in the ship was to give him five lashes with a three-stringed whip, while a habitual pilferer, after being flogged, was towed ashore astern of a boat and dismissed without his wages.

Striking an officer was a capital offence for which the culprit was tried by a jury of 12 men, and if a man slept on his watch he was sometimes lashed to the bowsprit and left there to drown or starve. In one ship—a merchantman, let it be said—an insubordinate youth was punished by being suspended from the rigging by his wrists with two hundredweights tied to his feet. He subsequently brought an action against the officer who had ordered this punishment, but lost his case, as the judge said that the maintenance of discipline at sea was necessary.

Another case occurred where a carpenter who had purloined some stores was taken from ship to ship with a paper recording his crime pinned upon his chest. This paper was read alongside each vessel, and the unfortunate man was then ducked three times from the yard-arm and dismissed the service.

There were, however, cases where the punishments were comparatively lenient, for in 1653 three mutineers of the Portland, even though the country was at war, were let off with the comparatively light but very cruel penalty of having to stand for one hour with their right hands nailed to the mainmast of the flagship and with halters round their necks. Three other of their comrades also received no more than thirty lashes apiece.

Some extracts from the diary of a naval chaplain who was afloat in 1675 are interesting, as they mention several cases of the punishment of seamen. For the sake of clearness I have modernized the English, but the sense remains the same. He writes:—

This day two seamen who had stolen a piece or two of beef were thus shamed: They had their hands tied behind them, and themselves tied to the mainmast, each of them a piece of raw beef tied about their necks with a cord, the beef bobbing before them like the knot of a cravat; and the rest of the seamen came one by one and rubbed them over the mouth with the raw beef; and in this posture they stood two hours.

DUCKING FROM THE YARD-ARM.

On another occasion, the chaplain says in his diary:—

This morning one of our men, Skinner, for going ashore without leave, had his legs tied together, his hands tied to a great rope, and stood on the side of the ship to be hoisted up to the yard-arm, and from there to drop down into the water three times; but he, looking so very pitiful, and also by the gentlemen's entreaties to the captain for him, was spared. A year later he also writes:—

This day, David Thomas and Martin the cook, and our master's boy, had their hands stretched out, and with their backs to the rails, and the master's boy with his back to the mainmast, all looking one upon the other, and in each of their mouths a marlinespike, viz., an iron pin clapped close into their mouths and tied behind their heads; and there they stood a whole hour, till their mouths were very bloody; an excellent cure for swearers.

Another remark in the chaplain's diary shows that women were in some instances in the habit of living on board men-of-war, for in an entry of August 16, 1668, were d "A seaman to-day had 20 lashes with a cat-of-nine-tails, and was then washed with salt water, for stealing our carpenter's mate's wife's ring."

Even the fair sex themselves were apparently subjected to naval discipline, for under June 18, 1678, is the note, "The scolding woman was well washt to-day!"

All the above mentioned punishments, except ducking from the yard-arm, were unofficial ones, devised by the captain of the ship with a view, no doubt, to making the punishment fit the crime. The penalties which were officially recognized were known as the capstan, the bilboes, and ducking, and are thus described in the Harleian MSS:—

"A capstan barr being thrust through the hole of the barrell, the offenders armes are extended to the full length, and so made fast unto the barr crosswise, having sometymes a basket of bullets or some other like weight hanging about his necke, in which posture he continues until he be made either to confesse some plotte or crime whereof he is pregnantlie suspected or that he have received such condigne sufferings as he is sentenced to undergo by command of the capitane.

The punishment of the bilboes is when a delinquent is put in irons, or in a kind of stocks used for that purpose, the which are more or lesse heavy and pinching, as the quality of the offence is proved against the delinquent.

The ducking at the mayne yarde arme is when a malefactor, by having a rope fastened under his armes and abowte his myddle, is thus hoysed upp to the end of the yarde, from whence he is againe lett fall intoe the sea, sometymes twyse, sometymes three, several tymes one after another: and if the offense by verye fowle, he is also drawn under the verye keele of the ship, the which is termed keele-hauling; and whilst hee is thus under water a great gunn is given fire rightes over his head; the which is done as well toe astonish him the more with the thunder th reof, which much troubleth him, as toe give warning untoe all others toe looke out, and toe beware by his harmes.

The death penalty of hanging at the yard-arm was sometimes administered for offences which at others were allowed to pass practially unpunished, and although a species of court-martial, composed probably of the officers of the ship to which the offender belonged, was in existence, the captain of the vessel could be as lenient or otherwise, as he wished, which accounts to a certain extent for the different codes of punishment in the various vessels, and the ferocity or leniency of the sentences, as the case may be.

It is curious to realize that the discipline of our navy was enforced by these means only some two and a half centuries ago, while at the same time some of the officials who had been guilty of vast depredations in the embezzlement of public money and ship's stores, were allowed to go unpunished. One law existed for the seamen and another for these officials, and it is satisfactory to think that at the present time all people connected with the service, officers and men alike, are granted the same fair dealing with regard to their misdemeanours.

The most ancient code of regulations for the discipline of the navy is that of Richard I., in 1190, when he marshalled his great fleet for the Holy Land, says a writer in The Portsmouth Times. In a Council of Nobles he chose and appointed certain great officers to be justiciaries over the combined Navy of England, Normandy, Brittany, and Poictou, and delivered his charter to them as follows:—

"Know all men that we, with the aid of upright counsellors, have laid down these ordinances: Whoever shall commit murder aboard ship shall be tied to the corpse and thrown into the sea; if a murder be committed on land, the murderer shall be tied to the corpse and buried alive; if any man be convicted of drawing a knife for the purpose of stabbing another, or shall have stabbed another so that blood shall flow, he shall lose a hand; if a man strike another with his hand, he shall be ducked three times in the sea; if any man defame, villify, or swear at his fellow, he shall pay him as many ounces of silver as times that he has reviled him; if a robber be convicted of theft, boiling pitch shall be poured over his head, and a shower of feathers shaken over it, to mark him, and he shall be cast ashore on the first land at which the fleet shall touch. And all the crews are sworne to obey the commands of the justiciaries."

Similar punishments for similar offences subsisted for many centuries afterwards, as ordained on the sailing out of any mighty sea expedition.

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Hongkong, Feb. 23, 1912. 127

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Sinking Fund Account	97,355	18 6
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Destination.	Vessels	Agents.	Date of Leaving.
Australian Ports, &c	Bawarn	Gibb, Livingston & Co.	May 25, at Noon.
Australian Ports, &c	Aldenham	Gibb Livingston & Co.	June 8, at Noon
B'bay, r. S'pore & P'ang	Hakata Maru	Nippon Yusen Kaisha	About May 13.
Europe, &c	Tritu Ludwig	Melchers & Co.	May, 15 at Noon.
Fiume, Trieste &c	E. R. Ferdinand	Sander, Wieler & Co	About June 1.
Haiphong	Shuan	Butterfield & Swire	May 9, at 11 a.m.
Havre, B'mer & H'burg	C. Ferd. Lacius	Hamburg Am'ka Line	About May 12.
Kobe & Yokohama	Iyo Maru	Nippon Yusen Kaisha	About May 9.
Kobe	Fushiki	Jardine, M'son & Co. Ld	May 8, at noon
London, &c.	Oriental	P. & O. S. N. Co.	May 11, at Noon.
London, Antwerp, &c	Pakwan	P. & O. S. N. Co.	About May 15
L'don, R'dam & A'erp	Flintshire	Jardine, M'son Co. Ld.	May 19.
Manila, A'tralian Ports	Gaikoku	Butterfield & Swire	May 11, at 4 p.m.
Marseilles, v. Saigon	Yarra	Messageries Maritimes	May 21, 1 p.m
Mar., L'don, & A'werp	Hitachi Maru	Nippon Yusen Kaisha	May 8, Daylight.
Manila, Cebu & Iloilo	Zafiro	Shewan, Tomes & Co.	May 10, at 4 p.m
Manila	Loongsang	Jardine, M'son Co., Ld.	May 11, at 2 p.m
Manila	Lucerio	The Bank Line, Ld.	About May 15
Manila, Iloilo & Cebu	Kaifong	Butterfield, & Swire	May 14, at 4 p.m
Manila, A'tralian Ports	Changsha	Butterfield & Swire	May 14, at 4 p.m
Manila, A'tralian Ports	Yokata Maru	Nippon Yusen Kaisha	May 10, at Noon
New York	Mahoppo	The Bank Line, Ld.	About May 15
N'saki, Kobe & Y'hama	Nikko Maru	Nippon Yusen Kaisha	May 8, at Noon.
San Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	May 23, at noon.
San Francisco v. Japan	Tenyo Maru	Toyo Kisen Kaisha	June 4, at Noon
Salina Cruz, v. Japan.	Hongkong Maru	Toyo Kisen Kaisha	June 7, at Noon
San Francisco, v Japan	Nile	Pacific Mail S.S. Co.	May 14, 1 p.m.
San Francisco v. Japan	Mongolia	Pacific Mail S.S. Co.	May 21, at 1 p.m.
S'pore P'ang, C'bo, &c.	Bohemia	Sander, Wieler & Co.	May 19, at 3 p.m
Shanghai	Detunba	P. & O. S. N. Co.	About May 10
Shanghai	Hangsang	Jardine, M'son & Co. Ld	May 12, Daylight.
Shanghai	Anhui	Butterfield & Swire	May 11, Midnight.
Shanghai	Chichas	Butterfield & Swire	May 9, at 4 p.m.
S'hai, Moji, Kobe, Y'ma	Syria	P. & O. S. N. Co.	May 9, Daylight.
S'pore, Penang & C'tta	Hopsang	Jardine, M'son & Co. Ld	May 8, at Noon
S'hai, Kobe & Moji	Fooksang	Jardine, M'son & Co. Ld	May 19, at Noon
S'hai, Kobe & Y'hama	Nora	Messageries Maritimes	About May 20.
S'pore, P'nng, Calcutta	Gregory Apcar	D. Sassoon & Co., Ld.	May 8, at 1 p.m.
Shanghai, Moji & Kobe	Oilwara	D. Sassoon & Co., Ld.	May 8, at 4 p.m.
S'hai & Japan Ports	Goeben	Melchers & Co.	About May 16
S'tow, Amoy & F'chow	Kaijo Maru	Osaka Shosen Kaisha	May 8, at Noon
S'tow, Amoy & Tamsui	Daijin Maru	Osaka Shosen Kaisha	May 12, at Noon.
Shai, Kobe & Y'hama	Alesia	Hamburg Am'ka Linie	May 20.
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S'tow, Amoy & F'chow	Haiching	Douglas, Lapraik & Co.	May 10, at 11 a.m.
Tientsin	Chipshing	Jardine, M'son & Co. Ld	May 9, at noon.
V'ver & S'tle v. Japan	Luverio	The Bank Line, Ld.	May 15
V'toria, T'ma & Japan	Seattle Maru	Osaka Shosen Kaisha	May 16, at 1 p.m.
V'ria, B.C., Seattle &c.	Inaba Maru	Nippon Yusen Kaisha	May 21, at 4 p.m.
Vancouver, (B.C.), &c.	Empress of Japan	Canadian P'fic R. Co.	May 11, at 8 p.m.
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Hongkong, October 5, 1911. 121

WHO ARE THE "THE'S"?

(BY THE EDITOR OF "BURKE'S LANDED GENTRY.")

It took years of agitation to get the Crown to move in the matter of bogus baronets, but the necessary steps have been taken, and we are now in a fair way to see the hereditary titles of the peerage and baronetage cleared, and kept free from imposture.

Now we need another Home Office Committee to consider the question of the remaining hereditary titles, the much more elusive "The," and such other descriptions as have been in use as designations indicative of the headship or chieftainship of a tribe or clan. Badly put—is there the smallest justification for any of them? Are they not now all long since extinct?

In England we never suffered from the malady at all. With us the power lay in the peaceful possession of the land, and we were always content to call our leaders lords of the territories they owned.

Even in Wales these tribal titles have not survived, although there, as in the rest of the Celtic fringe, the chief source of wealth and amusement was to be found in taking away the property of somebody else or in defending one's own. Ideas, of course, are traditional from one generation to another—hence the Budget—but that is by the way.

In Scotland and Ireland, however, the craving for these old designations is an obsession. There is an old Scottish saying that in that country there are but three "The's"—The Chisholm, The Mackintosh, and The Devil. Nowadays, there is a good deal of dispute as to who The Chisholm is, while I understand that the claimants to the chieftainship of Clan Chattan are legion.

In Ireland the position seems to me to be a good deal clearer than can be said to be the case in Scotland. The Irish tribes were many in number and very varied in power and influence. Some called their chiefs kings, and appear to have had no little justification for doing so. Some unquestionably were kings in fact; others did not aspire to such high dignity. The crucial fact remains that in all cases the right to the chieftainship, whatever it might be called, was not hereditary but was elective, not among the tribe but by the tribe, among the members of the ruling house, this legal principle, however, by the nature of the Irish being much tempered by informality of election, assassination, warfare and self-assertion. At any rate the elective principle was there, firmly established, an absolute bar to mere hereditary primogeniture.

When Henry VIII. abolished the Brehon law and put English law in its place, the right of election ceased to exist. Most of the principal chiefs were, one by one, made peers, and that fact and the use of their peerage designations led, except in possibly one or two cases, to the actual discontinuance of these tribal titles. As a matter of cold fact, it was not until the latter half of the eighteenth century that we heard much more about them.

I submit that with the exception of The MacDermot and The O'Conor Don, both of which have been recognised constantly by the Crown, nothing in the nature of real proof of right can be offered in substantiation of any of them.

In Scotland the case is not so clear. The clans never reached the sovereignty of some of the Irish tribes. There was always one King of Scotland at the head, so that the chiefs of the Scottish clans have no equivalent base of original importance as had those of the Irish tribes.

Even among the Scottish clans the elective principle held good. The change in Scotland, however, was not abrupt and definite, as in Ireland, but very gradual. By grants of peerage which in Scotland took the form of the election of specified territory into a barony or earldom or by charters of "novodamus" of the property of the head of the clan—perhaps more truly originally the common territory of the clan over which the chief ruled—and by the recital in every charter of a definite remainder and line of devolution, the principle of primogeniture supplanted that of election. But herein lies the difficulty. What legal authority is there to justify the assumption that the hereditary owner of the lands or peerage because of his inheritance had a right to what had previously been obtainable only by election, that right being the right of chieftainship, the right to rule those who elected him to do so?

Bearing in mind the fact that the Scottish Courts do not recognise any such entity as a clan, it seems difficult to see how the Crown can recognise any title indicative of clan chieftainship, nor can one see how an elective title can become hereditary. Yet there can be no doubt that the clans, in fact, did exist as clans, at any rate until "the Forty-five."

The added difficulty in Scotland comes really from the fact that at much later and comparatively recent dates grants of supporters have been made by different Lyon Kings of Arms to various people as "chief of his name."

The first step in agitating for the appointment of such a Commission as has become necessary is to ascertain what titles are laid claim to. I think the following list is fairly complete as regards Ireland, but it may want extensive additions for Scotland:—

The Knight of Glyn, The Knight of Kerry, The MacDermot-Roe, The MacGillicuddy of the Reeks, The O'Conor Don, The O'Donoghue, The O'Donovan, The O'Gorman, The O'Grady, The O'Kelly, The O'Morchoe, The O'Neill, The O'Toole, The Fox, The O'Shea, The O'Brien (Lord Inchiquin), The O'Molloy, The O'Reilly and The O'Clery.

The MacCailein Mor, Chief of Clan Campbell (Duke of Argyll), The Chisholm, The Mackintosh, Chief of Clan Ronald, The Macpherson, MacNab, Chief of Clan Gillean (Maclean, The.), Chief of Clan Gregor, Chief of Clan Cameron, Chief of the Mackenzies, Chief of The Clan Mackinnon, Chief of Clan Cinlaay, Chief of MacLeod, Chief of Glengarry, and Captain of Dunvegan.

[illegible]

Intimations.

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Captain D. E. Henderson, 1, Marino Avenue, Clontarf, Dublin, writes:—"During the late Boer War, I had a severe shock from lightning, and an injury to the spine through my horse being killed in action and rolling on top of me. In India, some years previously, I had an attack of sunstroke, and was five months in hospital with Enteric Fever. These troubles told upon me, and ultimately resulted in a complete nervous breakdown when in Pretoria. I was admitted to hospital when I had lost the use of my legs. I was treated for neuritis and sent out only partly cured, and then started taking Phosferine systematically and regularly. The benefit I received was marvellous; in two months time I was back in the field and fought right through until the end of the war. Owing to a great financial loss, which preyed on my mind, I had a second breakdown, and the doctor told me that I would probably be *paralysed for life.* I thought again of Phosferine, and after using it about three weeks my strength gradually returned and the frightful depression and weakness left me. The proof of which is that, in the military sports, I won *four prizes in one day,* including the Victoria Cross cup."—July 14, 1911.

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Agamemnon, L. S'pore H. April 9.
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Antenor, L. Batavia H. May 9.
Antilochus, L. Liverpool April 27.
Bellerophon, A. Tacoma May 11.
Calchas, L. Y'hama H. May 13.
Cyclops, A. S'pore O. May 3.
Dardanus, P. Canal H. April 23.
Diomed, L. Liverpool May 11.
Idomeneus, L. Liverpool May 5.
Jason, P. Canal H. April 22.
Laertes, A. Home March 26.
Machaon, L. H.K. H. May 1.
Patroclus, L. Liverpool May 18.
Peleus, P. Canal O. April 21.
Perseus, L. H.K. O. May 5.
Priam, A. Hankow May 6.
Prometheus, P. Canal O. April 15.
Stentor, L. H.K. O. for Takao May 3.
Talthybius, L. Tacoma May 15.
Telemachus, L. S'pore H. April 18.
Teucer, L. Liverpool May 25.
Thersus, L. Liverpool April 27.
Titan, L. S'pore H. April 16.
Tydeus, L. Liverpool April 13.

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Astyanax, A. Home March 15.
Atreus, L. Liverpool May 25.
Hyson, L. S'pore for S'hai April 29.
Keemun, L. Kobe H. May 9.
Memnon, A. Home May 2.
Moyune, P. Canal H. March 19.
Myrmidon, L. Liverpool May 5.
Nelsus, P. Canal H. April 29.
Ningchow, L. Saigon H. May 8.
Pakling, P. Canal O. April 22.
Pingsuey, L. S'hai H. May 9.
Protesilaus, A. S'pore H. May 6.
Rhesus, L. Liverpool May 11.
Temkai, P. Canal O. April 20.
Yangtsze, L. Kobe H. May 9.

SWIRE LINE.
Darmastadtsee, A. Home April 17.
Dentzingshoe, P. Canal O. April 19.
Wistaboo, L. Y'hama H. April 30.
Glencoe, P. Canal H. April 8.
Wanshan, P. Canal O. April 18.
Yuenshan, L. Kobe H. May 9.

INDRA LINE.
Indradeo, L. New York May 5.
Indramayo, L. H.K. O. May 6.
Indramamba, L. S'pore H. April 16.
Indrawadi, L. New York March 30.
Indravelli, L. New York March 30.

NIPPON YUSEN KAISHA.
Atsuta Maru, A. Colombo from Penang May 8.
Aki Maru, In Europe.
Awa Maru, L. Y'hama for Seattle May 8.
Hirano Maru, A. Colombo from Suez May 9.
Hitachi Maru, L. H.K. for S'pore May 8.
Iyo Maru, A. H.K. from S'pore May 8.
Inaba Maru, L. S'hai for H.K. May 9.
Kamakura Maru, A. Y'hama from Seattle May 10.
Kaga Maru, A. Suez from Colombo May 8.
Kamo Maru, L. London May 11.
Kitano Maru, A. Kobe from H.K. April 30.
Miyazaki Maru, L. Y'hama for Kobe May 8.
Mishima Maru, A. London May 9.
Sado Maru, L. H.K. May 7.
Sanuki Maru, A. Seattle May 10.
Tamba Maru, L. Seattle May 7.
Tango Maru, A. Port Said from Marseilles May 10.

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Minnesota, L. H.K. May 6.

P. & O. S. N. Co
Assaye, A. Colombo from Penang May 9.
Borneo, A. Y'hama May 6.
Ceylon, A. Colombo H. May 5.
Delta, L. Colombo for Penang May 12.
Devanha, A. H.K. from S'pore May 8.
Himalaya, P. Canal H. March 5.
India, A. London April 20.
Malta, L. London May 18.
Namur, A. S'pore H. May 6.
Nile, A. London April 19.
Nore, A. S'pore O. May 9.
Nubia, P. Canal H. May 3.
Nyanza, P. Canal H. March 5.
Oriental, A. H.K. from S'hai May 11.
Palawan, L. S'hai H. May 11.
Pora, A. London May 4.
Peshawur, L. Y'hama H. May 6.
Poona, L. London May 4.
Simla, P. Canal O. May 3.
Socotra, A. London April 4.
Sumatra, A. Colombo H. May 2.
Syria, A. H.K. O. May 8.

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Australien, A. Marseilles May 7.
Ernest Simons, L. H.K. O. May 7.
Nera, P. Canal O. April 25.
Polynesien, L. S'pore H. April 30.
Salazie, P. Canal O. May 9.
Sydney, A. England March 15.
Tonkin, A. Home March 12.
Tourane, A. Marseilles H. April 23.
Ville de la Ciotat, L. H.K. H. May 7.
Yarra, L. H.K. O. April 23.

NORDDEUTSCHER LLOYD.
Buelow, A. Tsingtau O. May 8.
Derfflinger, L. Ganoa O. May 2.
Goeben, L. Colombo O. May 5.
Kleist, L. S'pore H. May 6.
Luetzow, L. Colombo H. April 24.
P. E. Friedrich, L. Hamburg May 2.
Prins Ludwig, L. Y'hama H. May 4.
Prinzess Alice, A. Southampton H. May 8
York, A. Bremen April 28.

HAMBURG-AMERIKA LINIE.
Alesia, P. Canal O. April 30.
Ambria, A. Hamburg April 16.
Andalusia, L. H.K. O. May 2.
Aragonia, P. Gibraltar for New York March 17.
Arcadia, L. Manila O. April 15.
Bayern, A. H.K. O. May 6.
Belgravia, L. S'pore H. April 18.
Brasilia, P. Canal O. April 30.
Badenia, P. Canal O. April 16.
C. F. Laeisz, A. Kobe H. April 18
Cliftonian, L. Liverpool O. March 28.
Dortmund, A. Hamburg March 16.
Goldenfels, A. Alleppey H. March 24.
Liberia, L. Hamburg O. April 14.
O. J. D. Ahlers, A. H.K. H. May 5.
Patricia, P. Canal H. April 23.
Preussen, P. Canal H. April 23.
Rhombia, L. Hamburg O. April 26.
Sachsen, A. H.K. H. May 5.
Saxonia, A. Hamburg April 15.
Scandia, L. Manila H. April 27.
Segovia, L. Hamburg April 19.
Silesia, A. Hamburg April 13.
Sithonia, A. S'hai O. April 27.
Spezia, A. Home April 23.
Suevia, P. Canal H. April 23.
Vandalia, L. Keelung O. April 24.

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Nippon, L. S'pore H. March 8.
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Vorwaerts, L. S'pore H. March 26

BANK LINE.
Hercules, L. Kuchinotzu April 6.
Jeseric, P. Canal O. April 26.
Luceric, A. Y'hama April 30.
Rygja, L. Moji for Kobe April 25.
Suveric, L. H.K. for Manila April 12

GLEN LINE.
Glenesk, A. H.K. O. May 5.
Glenfarg, L. H.K. O. March 28.
Glenlochy, L. H.K. H. March 23.
Glenlogan, L. Colombo H. March 1.
Glenroy, P. Gibraltar H. March 8.
Glenstrae, L. H.K. O. April 19.
Glenturret, A. S'hai O. March 12.

BEN LINE.
Benalder, L. H.K. for N'saki March 3.
Benarty, L. H.K. for N'saki April 13.
Benavon, L. H.K. for Nagasaki April 1.
Bencleuch, A. Home March 29.
Bengloe, P. Canal O. April 23.
Benlarig, P. Canal O. April 19.
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Benvorlich, P. Canal O. April 19.

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Nile, L. H.K. May 14.
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Siberia, L. H'lulu for Frisco May 7.

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Chiyo Maru, L. Keelung for S'hai May 9.
Nippon Maru, L. Nagasaki for S'hai May 9
Shinyo Maru, A. Frisco May 8.
Tenyo Maru, A. Y'hama from L. Honolulu May 11.

H.—Homeward. P.—Passed.
O.—Outward. H.K.—Hongkong.
L.—Leaves or Left.
A.—Arrives or Arrived.

[illegible]

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GEO. HOGG, *Manager.*
No. 9, Queen's Road Central.

Hongkong, March 23, 1912.

THE CHINA MAIL

Washing Books.

Price .....30 cents.

2 Extremes

FACE THE PROSPECTIVE PURCHASER OF A TYPEWRITER.

He may buy one of the cheap toys which yield a semblance of typing for eight months or a year, when he consigns it to the scrap heap—

He may spend £20/£30 for a heavy, highly complicated machine, possessing many "improvements" which he does not require, so elaborated and complex that it is in the repair shop half the time.

THE GOLDEN MEAN

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THE IMPERIAL TYPEWRITER

which provides, AT MODERATE COST, every ESSENTIAL modern improvement, in a SIMPLE, STRONG, LIGHT Machine, which does beautiful work and is one of the fastest and most durable writing machines in the world.

The Machine that has made the high-priced Typewriter a fad.

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17.

THE PARIS TOILET.

HAIRDRESSING SALOON,
13, QUEEN'S ROAD CENTRAL.

MONTHLY SUBSCRIPTION FOR LADIES AND GENTLEMEN.
Marcel Waving A Specialty.
All kinds of Perfumery and Toilet Requisites.

Under the PERSONAL SUPERVISION of
M. and MME SCHIESSE, *Proprietors.*

Hongkong, April 30, 1912. 596

QUEUE-CUTTING CAMPAIGN.

Several of the men who took part in the queue cutting campaign on the boundary of the West Hongkew district on Saturday appeared at the Mixed Court yesterday (says the "N. C. Daily News" of 29th ult.) before Magistrate Nieh and Mr. Handley Derry (British Assessor).

The first case called on was that of Tsiang Yih-sung, a police constable of Paoshan, who was charged with being concerned with others not yet in custody in assaulting the complainant by forcibly cutting off his queue.

Mr. C. G. Kirk prosecuted and Mr. J. C. E. Douglas appeared for the defendant.

Mr. Douglas said he would ask for a remand. He had not had time to see the accused, and he wished to get the man's own story through his interpreter. He understood that three men were concerned in the charge and he wanted to have more particulars.

Mr. Kirk said that he understood that Mr. Douglas was already in possession of the charge.

Mr. Handley Derry pointed out that there were three separate charges.

C.C. 424 gave evidence of arresting the accused at the corner of Alabaster and Thibet Roads on Saturday at 12.45.

The Court decided to hear the case on Wednesday at 11 o'clock.

Mr. Douglas applied for bail, saying that the accused was in the Chapei Police force and could be produced. He understood that the man was somewhat bruised and sore.

Mr. Kirk produced a doctor's certificate and said accused complained of bruises and had been sent to the hospital. He was instructed to object to bail.

The Court granted bail of $200.

Tsau Yuin-zen was charged with unlawfully and maliciously cutting off queues on the North Szechuen Road at 7.20 on Saturday.

P.C. Hall stated that several people complained to him of having had their queues cut off, and he went with them and saw accused in the act of cutting off a queue. There were eight altogether, but he only saw this man actually cutting the queue.

Mr. Handley Derry—Did not the men struggle?

Witness—I did not see. This complainant tried to get away.

Mr. Handley Derry—Did they all stand more or less meekly while the queues were being cut?

Witness—They were taken off before the men knew where they were. Witness could not get the scissors used owing to the crowd.

Mr. Handley Derry—Did the crowd assist the accused?

Witness—They all seemed confused. They did not know where they were.

Evidence of the cutting was given by three native witnesses, one of whom said that two men got hold of him while a third cut off his queue.

Accused denied the offence. He said that it was done by somebody else. He was sentenced to three weeks' imprisonment, and the Magistrate informed him that he had been dealt with lightly on account of his youth. The third case was against a clerk of Paoshan, who admitted cutting off a man's queue on the Wuchow Road on Saturday afternoon, and attempting to cut others. He was sentenced to three weeks' imprisonment.

A coolie charged with a similar offence at the corner of Alabaster and Thibet Roads was remanded for the attendance of the complainant. He said he had been arrested by mistake.

Another man charged with attempting to cut a queue on North Chekiang Road was sent to prison for seven days. It was stated that he tried to pull the complainant over the settlement boundary in order to cut off his queue.

A MATTER OF COMMON INTEREST.

HOW to cure a cold is a question in which many are interested just now. Chamberlain's Cough Remedy has won its great reputation and immense sale by its remarkable cures of colds. It can always be depended upon. For sale by all Chemists and Storekeepers.

EUROPEAN WOMAN ARRESTED IN SINGAPORE.

A Rangoon Complaint.

In connection with the arrest of Mrs Thorpe, says the "Straits Times," we take the following from Rangoon Gazette:—

A report has been made to the commissioner of police by Mr. Teepik, manager of the Strand Hotel, that a woman, calling herself Mrs Thorpe, engaged rooms at the hotel on February 26 and remained until March 27. She was accompanied by a man who registered himself as Carron Sharpe. Mrs Thorpe paid her bill for February, but owing to trouble with the servants asked to leave the hotel with her companion on March 27, which she did without settling her bill which amounted to over Rs. 900. Mr. Sharpe's bill for the same period amounted to about Rs. 400. Soon after they had left the hotel, two letters were received from Messrs. Giles and Coltman, barristers-at-law, asking that Mrs Thorpe's and Mr Sharpe's bills be sent the next day, March 28, and two days later reminders were sent but still no remittance was received. Complainant had a personal interview with Mr Giles who stated he would communicate with the parties and ask them to settle their bills with the hotel. At that time the complainant states he had information that both the man and the woman were at the Minto Mansions Hotel. Nothing further was heard of the parties until he received word that they had quietly left Rangoon for Singapore on April 4. Since then he has learned that they have an unsettled account with Mr P. Kller amounting to two or three hundred rupees. He therefore suspected their bona fides and charged them with cheating.

In addition to the above complaint, Bishop Cardot has informed the commissioner of police that Mrs Thorpe came to him on March 12 and asked for a loan saying she wished to go to Maulmain but had no money for her ticket, as the draft which she had just received from her brother or some other person for over Rs. 1,000 had unfortunately been made out in a faulty manner, the amount being given in figures but not in words. She was therefore unable to cash it. He lent her Rs. 100 which she promised to return as soon as a correct draft could be received as she was sending the faulty one back for correction. The Rs. 100 had never been returned. He had since learned that she had obtained various sums of money from other persons in a similar manner and that she had left for Penang and Singapore on Thursday, April 4.

Father St. Guily, pastor of the Cantonment Roman Catholic Church, is also alleged to have been victimised of Rs. 100 in a similar manner and the Mother Superior of the Convent of the Good Shepherd on Commissioner Road is also said to have lent Rs. 300. None of these amounts have been paid.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

PRICES: $1.25 and $2.25.

HONGKONG AVERAGE MARKET PRICES

Corrected to Thursday, May 2nd, 1912.
At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

		CTS.
Beef Sirloin & Prime Cut—Mei Lung Pa	lb.	20
" Corned—Ham Ngau Yuk	"	20
" Roast,—Shiu " "	"	20
" Breast,—Nagu Lam "	"	10
" Soup,—Tong Yuk "	"	15
" Steak,—Ngau Yuk Pa	"	20
" " Sirloin Cotom—Ngau Lau	"	30
" Sausages,—Ngau Chaung	"	24
Bullock's Brains—" Know	per set	9
" Tongue fresh,—Ngau Li	each	45
" corned—Ham Ngau Li	"	60
" Head,—Ngau Tau	"	40
" Heart,—Ngau Sum	"	12
" Hump, Salt—Ngau Kin	"	18
" Feet,—Ngau Kark	each	9
" Kidneys,—Ngau Yiu	"	9
" Tail—Ngau Mei	"	18
" Liver,—Ngau Kon	lb	12
" Tripe (undressed)—Ngau To		6
Calve Head & Feet—Ngau-chai-tau-kark.	set	81
Mutton Chop,—Yeung Pei Kwat	lb	22
" Leg,—Yeung Pei	"	22
" Shoulder,—Yeung Shau	"	20
Pigs Chitlings—Chu Chong	"	22
" Brains—Chu Know	per set	24
" Feet,—Chu Kark	lb	12
" Fry,—Chu Chak	"	25
" Head,—Chu Tau	"	15
" Heart,—Chu Sum	each	13
" Kidneys,—Chu Yiu	"	9
" Liver,—Chu Con	lb	30
Pork, Chop,—Chu Pai Kwat	"	20
" Corned,—Ham Chu Yuk	"	—
" Leg,—Chu Pei	"	24
" Fat or Lard,—Chu Yau	"	15
Sheep Head and Feet,—Yeung Tau Kark	set	50
" Heart,—Yeung Sum	each	6
" Kidneys,—Yeung Yiu	"	9
" Liver,—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	"	22
Suet, Beef—Sang Ngau Yau	"	20
" Mutton,—Sang Yeung Yau	"	22
Veal,—Ngau Chai Yuk	"	20
" Sausages,—Ngau Chai Chaung	"	20

Poultry. 生口

		CTS.
Chicken,—Kai Chai	lb	33
Capons, Large, Small,—Sin Kai	"	32
Ducks,—Ap	"	25
Doves,—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz	25
Fowls, Canton,—Kai	lb	35
" Hainan,—Hoi Nam Kai	"	30
Geese,—Ngoi	"	25
Geese, Wild S'hai,—Shang-hoi Yea Ngoi	pair	—
Musk Deer,—Wong Keng	each	—
Hare, Shanghai,—Tu Chai	"	—
Partridge,—Che Khoo	"	—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kup	each	32
" Hoihow,—Hoi How Pak Kup	"	25
Quail,—Um-Chun	"	22
Rice Birds,—Wo Fa Cheuk	dozen	—
Snipe,—Sa-Choy	each	25
Turkeys, Cock—Phor Kai Kung	lb.	65
" Hen, " " Na	"	55
Wild Ducks, S'hai,—Shang-hoi Sui Ap	"	—
Teal,—Sui Ap Chai,	"	—
Wild Ducks Canton—Sang-Shing Sui Ap	"	—

Fish. 海鮮

		CTS.
Barbel,—Ka Yu	lb	9
Bream,—Bin Yu	"	15
Canton Fresh Water Fish,—Hoi Sin Yu	"	15
Carp,—Li Yu	"	20
Catfish,—Chik Yu	"	18
Codfish,—Mun Yu	"	18
Crabs,—Hai	"	20
Cuttle Fish,—Muk Yu	"	15
Dab,—Sa Mang Yu	"	13
Dace,—Wong Mei Lun	"	11
Dog Fish—Tit Tu Sa	"	8
Eels, Congor,—Hoi Mann	"	14
" Fresh water,—Tam Siu Yu	"	16
Eels, Yellow,—Wong Sin	"	32
Frogs,—Tien Kai	"	28
Garoupa,—Sek Pan	"	50
Gudgeon,—Pak Kup Yu	"	12
Herrings,—Tse Pak	"	18
Halibut,—Cheung Kwan Kup	"	28
Labrus,—Wong Fa Yu	"	16
Loach,—Wu Yu	"	28
Lobsters,—Lung Ha	"	24
Mackerel,—Chi Yu	"	22
Monk Fish,—Mong Yu	"	28
Mullet,—Chai Yu	"	20
Oysters,—Sang Hoo	"	20
Parrotfish,—Kai Kung Yu	"	16
Perch,—Tau Loo	"	15
Pike,—Fa Faw Pong	"	8
Plaice,—Pan Yu	"	18
Pomfret, Black,—Hak Chong	"	20
Pomfret, White,—Pak Chong	"	28
Prawns,—Ming a	"	48
Ray—Pai Pa Sa	"	9
Rock Fish,—Sek Ha Kung	"	15
Roach,—Chu Yu	"	10
Salmon,—Ma Yau Yu	lb.	20
Shark,—Sa Yu	"	9
Skate,—Po Yu	"	10
Shrimps,—Ha	"	28
Snapper,—Lap Yu	"	24
Soles,—Tat Sa Yu	"	23
Tench,—Wan Yu	"	18
Turbot,—Cho How Yu	"	20
Turtles, small, fresh water,—Kork Yu	"	56
White Bait,—Ngau Yu Chai	"	—

Fruits 菓子

		CTS.
Almonds,—Hung Yan	lb	25
Apples (California)—Kam San Ping Kuo	"	25
" (Chefoo)—Tin Chun Ping Kuo	"	15
" Small,—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton,—Sa Shing Heung Chiu	"	4
Bananas, (brides), Macao,—San Heung Chiu	"	—
Chestnuts, Chinese,—Foong Lut	"	15
Carambola,—Yeung Tue		
Cocoanuts,—Yeh Tse	each	12
Lemons, China,—Ning Moong	lbs.	16
" America,—Kum San Ning Moon	"	6
Lichees Dried,—Lai Chi, small Stone	lb	25
" Fresh—	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	15
Mango, Manila,—Lui Sung Mong	"	14
Mangosteens,—San Chuk Tse	doz	25
Oranges, (Canton)—San-shing Tim Ching	lb	10
Oranges Sweet	"	18
Pears, (American),—Kam San Shoot Lay	"	—
" (Canton), Cooking,—Sa Lay	"	10
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	—
Pine-apples, 1st quality,—Poon Ti Paw Law	each	12
" 2nd " —Chung-tang Paw Law	"	10
Plantain,—Tai Cheu	lb	2
Plums,—Swatow, Hung Lai	"	8
Pumelo, Siam,—Chim Lo Yau	each	18
" Shanghai,—Lo Kwat	"	—
Walnuts,—Hop Tuo	lb	15
" Green,—Sang Hop Tuo	"	—
Water Melon,—(Am.) Kom San Sai Kwa	each	—
" (China) Sai Kwa	"	—
Grapes,—Sang Po Tai Tse	lb	—

Vegetables &c. 菜蔬

		CTS.
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	8
Beans, (French), Macao,—Oh Moon Pin Tau	"	10
" (French), Shanghai,—Sheung Hai Pin Tau	"	—
" Sprout,—Ah Cho	"	3
" Long,—Tau Ko	"	—
Beet Root,—Hung Choi Tan	each	2
Brinjals, Green,—Ching Yuan	"	5
" Red,—Hung Ker	"	6
Cabbage, Chinese, com,—Kai Choy	"	12
Cabbage Red,—Hung Yea Choy	"	10
Cabbage, Shanghai,—Yeh Choi	"	—
Cane Shoots, bunch,—Kau Shun	lb	—
Cauliflower, Large size,—Tai Yeh Cho Fa	each	—
" Medium size,—Choung Yeh Cho Fa	"	—
" Small size,—Sai Yen Choi Fa	"	—
Carrots,—Kam Shun	lb	8
Celery, Chinese,—Tong Kan Choi	"	8
" English,—Yeung " "	"	5
Chillies Dried,—Gon Lat Chiu	"	18
" Red,—Hung Far "	"	15
" Green,—Ching Lat Chiu	"	10
Curry Stuff, English,—Kir Lee Chu Fun	"	10
Cucumbers,—Ching Kwa	"	2
Bitter Squash,—Fu Kwa	"	—
Garlic,—Que Tau	"	8
Ginger, young,—Sun Tse Keung	"	8
" old,—Lo Keung	"	8
Horse Radish, S'hai,—Lik Kan	"	10
Indian Corn,—Suk Mai	each	5
Lettuce,—Yeung Sang Choi	"	1
Water Chesnuts,—Ma Tai	lb	6
" Mandarin,—Kwai Lum Ma Tai	"	8
Mushrooms, Fresh,—Sang Cho Koo	"	—
Musk Melon, Amer.—Kam-san Hong Kwa	each	—
Okroes	"	—
Onions, Bombay,—Yeung Chong Tau	"	10
" Green,—Sang Chong	"	8
" Shanghai,—Shang-hoi Chong Tau	"	8
Papaw, 1st qual,—Tai Mun Sau Kua	each	10
" 2nd "	"	8
Parsley,—Kun Cho	"	8
Green Peas,—Ching Tau	"	10
Potatoe, Sweet,—Fan Shu	"	3
" Shanghai,—Shang-hoi Shu Fa	"	—
" Japan,—Yut Poon Shu Tse	"	—
" American,—Fa Ki " "	"	8
" Foo-tow,—Fook-chow Shu Tsai	"	3
Pumpkin,—Tong Kwa	"	3
Radish,—Hung Lo Pak Tsai	"	4
Rhubab (Fresh),—Tai Wong	"	—
Sage,—Tse So	"	—
Shallots,—Gon Chung Tau	"	8
Spinach,—Yin Choi	"	4
Tomatoes,—Fan Ker	"	6
Taros,—Wu Tau	"	4
Turnips, Punti, (Long),—Lo Pak	"	3
" English,—Yeung Lo Pak	"	2
Vegetable Marrow,—Chit Kwa		
" (Am.)—Kam-san Chit Kwa		
Water Cress,—Sai Yeung Choi	"	10
" Lily root,—Lin Ngau	"	6
Yams,—Ta Shu	"	8

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stalls to adhere to the prices quoted.

W. BOWEN,
Superintendent.

MEMO FOR TO-DAY.

9 p.m.—The Great Raymond at New Theatre, Kaw U Fong.

MEMO FOR TO-MORROW.

9 p.m.—R.G. Knowles & Co. at Theatre Royal.

General Memoranda.

SATURDAY, May 11:—
Noon—International Petroleum Co's 1st Annual Meeting.

SUNDAY, May 12:—
9 a.m.—Excursion to Macao.

WEDNESDAY, May 15:—
Noon—Hongkong & Whampoa Dock Co. Extraordinary Meeting.
7 p.m.—Entries close for second Gymkhana Meeting.

SATURDAY, May 18:—
Rowing Races at R.H.K. Yacht Club.
Boxing at Bella Vista Hotel.

FRIDAY, May 24:—
Empire Day.
Public Holiday.
9 a.m.—Special Service for Children in St. John's Cathedral.
Boys' Own Club Sports.

SATURDAY, May 25:—
3 p.m.—Second Gymkhana Meeting at Race Course, Happy Valley.

SUNDAY, May 26:—
Whit Sunday.
Queen Mary's birthday (1867).

MONDAY, May 27:—
Whit Monday.
Public Holiday.

The China Mail.

HONGKONG, TUESDAY, MAY 7, 1912.

THE SUPPRESSED SUFFRAGETTE.

SOMETHING must be wrong with the Suffragette at present—either with her bellicose self or her divine "Cause,"—'ns practically nothing has been heard of her or her violent manner of propaganda for quite a week or so. This is rather a long time of suppression for the Suffragette, and there must surely be good reason for her strange and unusual silence. The over credulous may believe that she is satisfied with her recent window-smashing exploits, and is resting content after the outburst of notoriety she then freshly acquired in causing something in the nature of a siege in a certain portion of London. Those who know the genus Suffragette will probably be sceptical on that point, and be rather inclined to believe that the noisy female vote-seeker has at last—at least for the time being—received her quietus, and is passing most of her time in addressing pitiful explanatory speeches to adamantine magistrates. In a word, the Suffragette and her cause have been suppressed. She has been treated in precisely the same manner as the ordinary criminal who makes himself or herself a public nuisance by revealing a mania for window-smashing. Stern judges have steadfastly declined to look upon the frantic follies of the fanatical females in any other light than that of unadulterated mischief-making, and have smiled contemptuously at the "martyr" pose assumed by most of the so-called leaders as they were hustled off like common criminals to prison. The poor deluded ladies are full of chagrin at the unexpected development brought about by the rashness of their propaganda and, more so, at having so foolishly alienated the little sympathy that was being extended to them by certain good-natured people, who found in the antics of the suffragettes a source of amusement that was too good not to be acknowledged in some way. The latest news from Home of the doings of the few who have escaped their "martyrdom," as they fancifully term it, but what the ordinary some person more correctly calls "imprisonment for criminal offences" is that they have been "demonstrating" somewhere—doubtless to their own childish satisfaction, recently in London—and have received, so it appears, great encouragement from a maniacal effusion addressed by Miss Christabel Pankhurst from her lair—for the lady is still at large, it seems—a haunted suffragette for whose arrest a warrant was some time ago issued. The epistle, an abridged account of which we published the other day, was of the usual bombastic nature and is stated to have been received by the sad-eyed suffragettes—mourning the suppression of their cause and the imprisonment of their leaders—as though it had been an inspired message. Could absurdity go further? Here was a vulgar piece of declamatory bombast belauded in extravagant manner as though it contained the wisdom and copiousness of an Asquithian statement or the calm and dignified expression of a statement by Sir Edward Grey. That is, however, comparing great things with the infinitely puny. The chief point before the public at present is that the rowdy women know that they have been suppressed and their "Cause" brought to ridicule by their idiotic methods. Surely now they will learn,—now when they have alienated the sympathy of all respectable people—that if they wish to indicate their fitness to exercise the suffrage they must comport themselves with decency, behave in a sane manner, and leave wanton destruction and vandalism to lunatics—whom they have been successfully aping so long—and turn to those duties proper to their sex by which they will find sufficient to occupy themselves in the manner that nature meant. A woman's place is the Home, not the political arena; her duty is to obey rather than to act, and nothing shows her incapacity so much in failing to realise her enviable position in the shameless manner in which she has been doing of late. The British and American suffragettes are stated to be at present full of envy that there appears some probability of the women of China being placed upon an equality with the male population so far as the suffrage is concerned. Would the British and American ladies also like to have the same domestic felicities that prevail in China? Would they like to be No. 1, No. 2 or No. 3 wife at home. The fact is that "John Chinaman" considers his womenfolk of so little worth in every respect that he would not condescend to discuss the question of the suffrage with them. The women of China will probably be told that they have received the right to vote,—and that will be the end of the matter; for it will be the case, even more so in China than elsewhere, that once the ladies are granted the privilege of voting in political affairs, that they will cease to long for such a right, for which the average woman has neither the capacity nor the wish to interest herself.

The Canadian Immigration Department estimates that 40,000 more Americans will settle in Western Canada this year than last. On the other hand, there promises to be a decrease in British arrivals. Last year 144,076 British and 131,114 Americans emigrants entered Canada.

The Portsmouth Corporation had a welcome surprise recently in the receipt from the Admiralty of £7,000 in payment of a twenty-seven years old debt. So long had the money been owing that the corporation had written it off as irrecoverable. The sum became due in connection with a drainage scheme carried out by the corporation. A clause in the agreement said that the Admiralty should pay the corporation £7,000 if the drainage scheme was carried out satisfactorily to the Admiralty, who have only just been induced to admit that it was.

NEWS OF THE DAY.

The s.s. Haimun, which arrived today, brought down from Swatow about 500 soldiers of Lem's army.

The only cruiser now in port at Hongkong is H.M.S. Promethus. The "Defence" and the Monmouth left on Monday for the north.

We learn that in connection with the forthcoming aerial race from Paris to Peking two Englishmen will be amongst the competitors.

The public of Tientsin ought to be well versed in topical matters, for it is stated that at that place no less than 27 Chinese newspapers are published.

The O.S.K. steamer Tacoma Maru has been detained in quarantine at Nagasaki for ten days, and her departure from Yokohama for Seattle was postponed from May 1st to May 14th.

There were 403 European and 181 Chinese visitors to the City Hall Library, and 146 European and 2,868 Chinese visitors to the Museum during the week ending May 5th.

Piracy on the West River remains rampant in a large degree. Doeling and Takhing have not been visited by the river steamers for some time, the reason being the prevalence of numbers of pirates.

During the absence on leave of Reverend W. H. Foster-Pegg, C. F., from 9th to 11th instant, inclusive, the duties of Church of England chaplain will be undertaken by Reverend A. C. Moreton, R. N.

We learn that the Hongkong and Whampoa Dock Co. have in hand at present all the work they can take. All the docks are occupied, and even those at Aberdeen, which have been closed for some time have been re-opened.

At the Marine Court to-day a junk master was fined $120 for neglecting to report his arrival in the colony within 48 hours, with carrying stink-pots, and with keeping dynamite and other dangerous goods on his boat without a licence.

English as she is wrote:—The following announcement recently appeared over a washerman's establishment in Singapore:—"We arrived from Shanghai and had discovered a new way of elaborated work. If any of you want to patronize us please accomplish our Trade Mark."

Provisions have been inserted in the conditions of tender for Victorian State supplies giving preference to goods of British make. Where goods are manufactured in the Commonwealth, the raw material, when not produced locally, must as far as possible be of British origin. Cotton goods must in all cases be British.

The fine bronze statue of the late Hon. C. S. Rolls, designed by Mrs. Scott, wife of Captain Scott, the Antarctic explorer, arrived at Dover on Wednesday. It is to be erected on the sea front to commemorate the double Channel flight made by Mr. Rolls from Dover to Calais and back. The statue is 8ft. in height, and represents Mr. Rolls in flying costume.

The local agents of the Canadian Pacific Railway Company's Royal Mail Steamship Line announce:—Our Yokohama Office is in receipt of a wireless message from the R.M.S. "Empress of India" which left Hongkong on 20th April and Yokohama on the 30th April. The message was despatch at 10.00 p.m. on Saturday, 4th instant, when the vessel was 1550 miles distant from Japan, the Commander advising all well."

Two Annamites were publicly guillotined at Saigon last month. They were condemned to death by the Criminal Court of Mytho on April 8, for complicity with the chief of a secret society in the murder of an Annamite. The condemned men bore themselves defiantly to the end. The chief, who was 80 years of age, starved himself to death in prison. He was the last of a notorious gang who fought against the French troops in 1859.

On Thursday a collision took place between the Indo-China str. *Loongwo* and the N.Y.K. str. *Tachang-maru*, Captain Imajo, in the vicinity of the Kiangyin passenger station above the forts in the river at Shanghai. The *Tachang-maru* received some damage on the starboard side about amidships. No one was injured and each vessel was able to proceed to Shanghai. Nevertheless, both will have to undergo repairs before leaving again for up river.

In connection with the Seamen's Institute at Praya East, a billiard tournament has just been organised, and will be confined to novices. Prizes have kindly been given by Messrs Gaude and Price, hands me silver cup, Messrs Gaupp and Co., a silver cigarette case, Messrs Lane and Crawford, (who give a fine billiard cue,) the British-American Tobacco Company, a silver spoon and the Rev. C. E. Thompson, B.A., the latter giving a prize for the highest break. The tournament will commence at the Holiday next Monday. Up to the present there are 27 entrants. The entrance fee will be fixed quite within the reach of all applicants.

SOCIAL AND PERSONAL.

The death is announced of Mr H. K. C. Newman, who was for several years a resident of Hongkong.

The Rev. J. R. Temple will undertake the duties of the Wesleyan Chaplain to the troops in garrison until further orders.

The wedding took place on April 27th, at Shanghai, of Cyril Hennessy Bell, to Annie, youngest daughter of Mr J. Proctor, of Crosby.

An interesting ceremony took place this morning at the City Hall where the Rev. T. F. Johnson, prior to his departure from the Colony, was the recipient of presentations in recognition of his services as Chaplain of St. John's Cathedral.

The engagement is announced of Cuthbert Take, younger son of Mr and Mrs Douglas Taylor, The Knowle, Hoddesdon, Herts, and Lorna Douglas, elder daughter of Mr and Mrs Douglas Jones, the Grange, Hoddesdon, Herts, and late of Hongkong and Shanghai.

The King has approved of the following Second Lieutenants, (Un-attached List) being admitted to the Indian Army as lieutenants, with effect from the dates stated:—Johnston Evelyn Shearer, 26th Punjabis. Dated 1st November, 1911. Theodore Thompson Lavile, 8th Rajputs. Dated 11th December, 1911.

Major C. G. Spedding, retired commissary of the Army Ordnance Department, has been appointed quartermaster of the Sussex Yeomanry. The major was well-known in Hongkong a few years ago. He served for over 19 years in the ranks and as conductor (warrant officer) and secured his commission in 1895 and his "spurs" in 1910.

THE COLONY'S HEALTH.

Returns showing the number of cases of communicable diseases which have been notified in the Colony during the week ended May 4, show that there were 144 cases of Bubonic Plague, 122 proving fatal. With the exception of one instance in which a Malay succumbed, the victims were Chinese.

There was only one death from enteric fever.

Small-pox was responsible for the deaths of four Chinese, the total number of cases recorded being six.

The plague returns for the week ended May 4th, show that during the present year Europeans have been unaffected. Of 509 cases amongst the Chinese, 457 have terminated fatally. The total number of plague cases was 514, of which number 461 deaths are recorded.

NEWS FROM TAIPEH.

Our Taipeh correspondent writes:—F. G. Kell has been admitted a partner in Boyd and Co's. I hear that another tea firm, will open here shortly—the J. C. Whitney Company of New York—they have a branch at Shidzuoka, Japan. Things are beginning to wake up here; last week-end, I went 40 miles down the line to a place called Shinchiku, which is noted for its teas. The fields were thick with coolies picking the new teas, so business will shortly commence for the buyers. This year the Hongkong Bank is represented by Mr Allan Balsen, who arrived from Yokohama at the end of April. At the same time, several tea-buyers returned from America, and a few days later the Kasato Maru brought the whole lot back. Our little community here is slowly but surely getting bigger. Within the last six months two of our male members have got married, so there are now *four* ladies at Taipeh.

VOLUNTEER NOTES.

GASCOIGNE SHIELD.

The following is the result of the Gascoigne Shield Competition held at Tai Hang Range on Saturday the 4th Instant.

Scouts Coy.	Lt. Section M.G. Coy.	40 Pr. Section		
39	30	44	M. 2	Time.
35	31	30	42	Marks for time.
35	30	42	8	Fire Discipline and Drill
9	7	8	24	Targets Hit.
309	208	301	160	Hits.
88	110	169	248	Marks for Accuracy.
124	171	248	184	Total.
5th	9th	1st	2nd	Order.

JOINED.

Mr. C. H. Buckingham and Mr. H. G. Jennison having joined the Corps on the 23.4.12 and 26.4.12 were posted to the Scouts Coy.

LEAVE.

C.S.M. A. J. Darby is granted leave of absence for 6 months with effect from April 30th.

The performance promoted by the Amateur Dramatic Club at Shanghai recently in aid of the Titanic Relief fund yielded the sum of $1,072.30 and half of the Amateur Dramatic Club at Hongkong

SANITARY BOARD.

At a meeting of the Sanitary Board held this afternoon a minute was submitted relative to the suggested changes in the Draft Estimates for 1913. Another matter had reference to the report of the Select Committee appointed to ascertain whether their original recommendations in connection with the Pokfulam Reservoir Catchment Area, dated April 30th, 1910, have been adequately carried out.

Other matters came under the notice of the Board on account of which will be published in to-morrow's issue of the *China Mail*.

SPORTING.

The Shanghai Races.

In yesterday's *China Mail* we published the results of the earlier races on the first day at the Shanghai Spring Meeting. The remainder were as follows:—

THE POO-MA-TING CUP. One mile.

Mr Habitant's Halite ... (Cumming) 1
Mr John Peel's Terraughtie ... (Johnstone) 2
Mr Vovay's Hagen ... (Brand) 3

Time, 2min. 06 1-5secs.

THE HART LEGACY CUP. Half a mile.

Mr Lamerton's Marengo ... (Rowe) 1
Mr Marshall's Persimmon Tree ... (Burkill) 2
Mr Robson's Malcontent ... (Johnstone) 3

Time, 57 2-5secs.

THE JOCKEY CUP. One mile.

Mr E. Kadoorie's Durbar Chief ... (Birchal) 1
Mr Elms' Mahatma ... (McGee) 2
Mr Charley's Rubber Chief ... (Brand) 3

Time, 2min. 04 2-5secs.

THE KIANGSU CUP. One mile and three-quarters.

Mr John Peel's Black Ivory (Johnstone) 1
Mr Marshall's Cypress Tree ... (Burkill) 2
Mr Ruby's Kiangwan ... (Shaw) 3

Time, 3min. 46 4-5secs.

THE ECLIPSE STAKES. One mile and a quarter.

Mr Spero's Hampton ... (Laurence) 1
Mr R. Macgregor's The Knight ... (Shaw) 2
Mr Marshall's Rose Tree ... (Burkill) 3

Time, 2min. 39 4-5secs.

THE CHIHLI CUP. One mile and a quarter.

Mr John Peel's Leap Year ... (Johnstone) 1
The B. F. Kungsi's Paddy Bird ... (Burkill) 2
Messrs Coutts and Midwood's Dunelmin ... (Dalgleish) 3

Time, 2min. 38 2-5secs.

TO-DAY'S RESULTS.

Results of to-day's racing received up to time of going to press are as follows:—

THE CHU-KA-ZA CUP. Three-quarters of a mile.

Mr Argyle's Hankow ... (Morriss) 1
Mr Lamerton's Marengo ... (Rowe) 2
Mr Charley's Red Herring (Dalgleish) 3

Time 1 m. 29¼ secs.

THE SHANGHAI DERBY. One mile and a half.

Mr F. B. Marshall's Rose Tree ... (Burkill) 1
Mr R. Macgregor's The Knight (Shaw) 2
Mr Henry Morriss' Wingfield ... (Crighton) 3

Time 3 mts. 09¾ secs.

THE MONGOLIAN PLATE. One mile and a half.

Messrs G. D. Coutts and L. Midwood's Dunelmia ... (Dalgleish) 1
Mr John Peel's Leap Year (Johnstone) 2
Messrs Winsome and Hasty's The Cormorant ... (Jones) 3

Time, 3mts. 15secs.

THE RACE CLUB CUP.—Two Miles.

Mr John Peel's Pershore (Johnstone) 1
Mr G D. Coutt's Carlisle ... (Dalgleish) 2
Mr H. C. Gray's Burwood (Springfield) 3

Time 4 mts. 20¼ secs.

GREAT NORTHERN TELEGRAPH.

The directors of the Great Northern Telegraph Company, Limited, of Denmark, announce that the traffic receipts for the year 1911 have, as foreseen, decreased considerably owing to the loss of the company's Norwegian concessions, the sale of the Korean cable, and the tariff reductions made during the year. The decrease has, however, been partly counterbalanced by the increase of the Government and Press correspondence caused by the extraordinary events which the year 1911 has witnessed, especially the revolution in China. On the other hand, the increase of staff required to cope with the increased work, together with all the measures which became necessary in order to secure the maintenance of the telegraphic communications in China and the safety of the company's Danish and native staff, have necessitated considerable extra expenditure. As a matter of fact, the net receipts for the year have decreased by about £24,000, compared with the year 1910, but as this amount is not larger than was expected and a greater balance than usual was carried forward to 1911, the board of directors do not hesitate to propose the distribution of a total dividend and bonus of 18 per cent. including the 5 per cent. already paid, and to transfer to the reserve and pension funds the usual amounts of £65,555 and £11,111 respectively.

An inquiry into tobacco-poisoning has been made by the "Lancet," in whose laboratory experiments have been made with a new process to determine the amount of nicotine in various kinds of tobacco. The following results were obtained:—

Tobacco.	Percentage of nicotine.
Pipe mixtures ...	2.04—2.85
Egyptian and Turkish cigarettes ...	1.85—1.76
Virginian cigarettes ...	1.07—1.60
British cigars ...	[illegible]
Havana cigars ...	[illegible]

CONCEALED ARMS.

At the Magistracy this afternoon two men were charged with having in their possession a number of revolvers, and 150 rounds of ammunition. Large fines were imposed.

It was stated by a Revenue Officer that the arms were contained in six sacks and were concealed amongst soap.

Inspector Kerr, of the Water Police, prosecuted.

CHINA'S ADVISORY COUNCIL.

President Yuan's Inaugural Speech.

PEKING, April 29.

The streets were lined with thousands of soldiers and police and an enormous crowd, chiefly of foreign-dressed Chinese, and many foreigners, not, however, including the Foreign Ministers. Seventy-one Councillors and members of the Cabinet attended. The House was decorated with Republican flags. The Tientsin Viceroy's band was in attendance. President Yuan Shih-kai arrived at ten o'clock and was enthusiastically greeted. His speech was diffident, for, he said, on assuming his responsibilities, that he could not say anything novel and he would therefore merely expressed some commonplace, practical principles. The new Government must be able to maintain internal order and achieve progress, and to retain external friendships which were necessary to China's existence. He adhered to the policy of progression. He was not a Conservative, but he could not be persuaded against the policy which he had maintained for ten years. He would try on practical lines to develop the country, but they must remember that a firm foundation was necessary for a safe house.

FINANCE.

The most important matter now was finance. China's income last year was Tls. 260,000,000, yet there was a deficit. Now on account of bad trade and decreased taxes China was unable to pay her foreign loans. Also, because new expenses were arising, foreign capital was essential.

The Government was now drafting principles of financial reform. Every year the amortization of foreign loans absorbed Tls. 50,000,000 of the Customs, likin and the usual securities. The Boxer indemnities were secured on the Customs and salt gabelle. He was now negotiating with the Powers for an increase of the Customs, the abolition of likin and reduction of export taxes.

The income from the Maritime and native taxes amounted to Tls. 44,000,000. The above reform would increase it to sixty millions, which would be sufficient to pay the above foreign indebtedness. He hoped that the railway and other loans would pay themselves, otherwise the salt gabelle would bear the expense.

In addition, there were provincial loans totalling ten millions; also of the Boxer indemnity twelve millions were due, unpaid last spring. These would be paid from the forthcoming big loan, for which he would fix a schedule of expenditure.

Meanwhile, short treasury bonds would be used which the big loan would redeem. He recommended an improved salt gabelle, thereby increasing the returns by fifty millions from this source. He advocated other reforms and mentioned, but did not include, a uniform standard of weights and measures.

LAND AND INDUSTRY.

President Yuan also recommended improvement of the land regulations in order to lighten the burden of the people, proper surveys of land, a new scale of taxation and reform of the currency into a unified system under a small number of financial experts. China demanded the employment of talented foreigners.

He suggested that foreign financiers should be employed at the Ministry of Finance in order to ensure a proper budget and correct accounting.

With the establishment of the Republic, industrial development was of the first importance. Therefore Ministries of Forestry and Industries and Commerce would be established. These would encourage and subsidise the respective industries, and undertake the education of students. China was an agricultural country. Thus the people should recognize and give proper attention to the matter. The mining laws should be reformed and commercial laws adopted.

The troops, continued the President, were at present unnecessarily numerous and expensive. The Government had instructed the Ministries of Finance and War to make the necessary provision for the religious liberty of the people and had guaranteed equal footing for all. He deplored the difference of customs, preventing unification; the lack of public spirit, the lack of moral training among the soldiers and want of communications, making for local prejudices.

FOREIGN FRIENDSHIP.

In recent years the Powers had adopted a peaceful and just attitude and had shown a desire to assist China in exemplifying modern civilization. This called for gratitude from China. The Chinese people should understand this and treat foreigners with friendship and candour. All treaties concluded heretofore would be implicitly observed, and international engagements speedily met.

The people should be joyful in the establishment of a Republic after thousands of years of despotism. The Premier and secretaries were talented men whom he trusted. He hoped the people would trust them frankly and support them heartily.

Mr. Ling, President of the Council, replied suitably. The meeting ended in the open air, when a photograph was taken of the President, members of the Cabinet and Councillors.

The speech is considered to be an able statement and a most important declaration of future policy.—*N.-C. Daily News.*

BY TELEGRAPH.

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BRITISH IMPERIAL TRADE COMMISSION.

(Reuter's Service to the China Mail.)

LONDON, May 6.

The first meeting of the Imperial Trade Commission will be held in the middle of June. At the outset the work of the Commission will be confined to the United Kingdom, after which they will proceed to Australia in the Autumn; subsequently to Canada, while they expect to be in South Africa in 1913. The Commission hope to have their Report completed in time for the Imperial Conference of 1915.

RANJITSINHJI MEETS WITH AN OVATION.

(Reuter's Service to the China Mail.)

LONDON, May 6.

While the game between Marylebone and Yorkshire was in progress at Lords this morning, Prince Ranjitsinhji received an ovation on coming out to practice at the nets. He showed his wonted easy style and certainty in timing.

THE ITALIANS AT RHODES.

THE CASUALTIES.

(Reuter's Service to the China Mail.)

LONDON, May 7.

Reuter's correspondent at Rome telegraphs that the Italian casualties at Rhodes were 1 killed and 6 wounded, and those of the Turks were 23 killed and 48 wounded, while 57 were taken as prisoners.

The Governor surrendered after having been allowed an hour for consideration.

The bluejackets then occupied the town, and were well received.

General Ameglio published a Proclamation in which it was stated that measures had been taken for the continuance of the public services.

The Italians have now landed in the Southern part of Rhodes.

ANGLO-GERMAN RELATIONS.

GERMANY'S AMBASSADOR IN LONDON.

(Reuter's Service to the Chind Mail.)

LONDON, May 6.

A report that Baron M. von Bieberstein, the German Ambassador at Constantinople, will shortly replace Count Metternich in London is widely credited in Berlin. Baron von Bieberstein left Constantinople on Saturday. It is pointed out that he is mainly responsible for Germany's unique influence in Turkey, and it is agreed that the appointment, if confirmed, will be of the greatest importance, and will possibly mark a new epoch in Anglo German relations.

The *Neueste Nachrichten* newspaper says that Baron von Bieberstein's removal from Constantinople at such a critical period shows how great is the importance at present attached to Germany's representation in London. Both nations can now look forward to further Anglo-German negotiations with greater confidence.

FRENCH ANARCHIST'S REVENGE.

SEQUEL TO BANDIT'S CAPTURE.

(Reuter's Service to the China Mail.)

LONDON, May 6.

A workman who was suspected of having revealed the hiding place of a member of the Bonnot gang, who were arrested at Lille, was inveigled out of the town by a comrade named Bille, who shot him dead on the highway in the presence of three passers by. Bille escaped to the forest, which is now surrounded by troops and police.

DEATH OF A BISHOP.

RT. REV. C. W. STUBBS.

(Reuter's Service to the China Mail.)

LONDON, May 6.

The death is announced of the Bishop of Truro.

[Note—The Rt. Rev. Charles William Stubbs was born at Liverpool on September 3rd, 1845. He was the author of several well known publications among which were "Charles Kingsley and the Christian Social Movement," "Castles in the Air," "Poems Old and New."—ED. C.M.]

BY TELEGRAPH.

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CHINESE REFUGEES FROM MEXICO.

(Reuter's Service to the China Mail.)

LONDON, May 7.

Reuter's Washington correspondent states that the authorities have admitted 280 Chinese refugees from Mexico by the Eagle Pass. They will be under Government supervision.

THE JUBILEE HANDICAP.

(Reuter's Service to the China Mail.)

LONDON, May 7.

In the Jubilee Handicap 25 to 1 being offered against Donnithorne.

ACTION AGAINST STEEL TRUST.

GREAT LITIGATION BEGUN.

(Reuter's Service to the China Mail.)

LONDON, May 7.

Reuter's New York correspondent telegraphs that the "Dissolution Suit" raised by the United States Government against the Steel Trust has been opened.

THE TAFT-ROOSEVELT CORRESPONDENCE.

MR ASQUITH'S VIGOROUS EXPLANATION.

(Reuter's Service to the China Mail.)

LONDON, May 6.

Mr Asquith, the Prime Minister, replying in the House of Commons to numerous questions, vigorously repelled the suggestion that Mr Bryce, the British Ambassador at Washington, had committed himself to Americo-Canadian Reciprocity. Obviously, he know nothing of the private correspondence of President Taft and Mr Roosevelt, and he (Mr Bryce) had nothing to do with influencing the views or policy of the Laurier Cabinet, but had, in pursuance of his plain duty, communicated from time to time with Canadian Ministers when they were in conference at Washington. He gave advice and assistance when asked, but had never interfered in the Conference, and had performed his duties in such a way that had inspired the confidence of Canada in the British Ambassador at Washington.

FURTHER DETAILS.

LATER.

Prior to the adjournment of the House of Commons, Mr Croft raised the question of Reciprocity between America and Canada and criticised the the attitude of Mr Bryce whom, he said, the Unionists attacked as they attacked the Government for neglecting to watch Imperial interests. It was essential, he thought, after the Canadian verdict that Mr Bryce should be promoted to another sphere.

Sir Edward Grey said he was most concerned to repudiate the very unfair attacks being made upon Mr Bryce; and the Government were able and ready to defend itself in the country. Mr Bryce had rendered great Imprial service, and he (Sir Edward Grey) was convinced that Canada appreciated the value of Mr Bryce's support of Canadian interests.

KING'S ACCESSION WIDELY CELEBRATED.

(Reuter's Service to the China Mail.)

LONDON, May 6.

World-wide celebrations are being held to-day on the occasion of the second anniversary of His Majesty, King George V's accession.

An impressive Memorial Service was held in memory of King Edward VII in St. George's Chapel, Windsor. It was attended by their Majesties, Queen Alexandra, and many other Royalties.

BRITISH NAVAL MANOEUVRES.

AWAITING THE KING'S ARRIVAL.

(Reuter's Service to the China Mail.)

LONDON, May 6.

A great British Fleet is gathering at Weymouth Bay to await the coming of His Majesty, the King, to-morrow.

Intense interest has been aroused by the King commanding that the manoeuvres should be put on a war footing and not be a conventional Naval Review.

The naval gunnery are busily practising.

BY TELEGRAPH.

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MORE TROUBLE FOR THE P. AND O. LINE.

SEAMEN DEMAND INCREASED WAGES.

(Reuter's Service to the China Mail.)

LONDON, May 7.

A deputation from the Sailors' and Firemen's Union waited on the manager of the Peninsular and Oriental Line and demanded an increase of pay for the white seamen in the Company's employ.

They threatened that if the reply of the Directors was unfavourable, the whole force of transport workers would be brought to bear.

SCOTLAND AND HOME RULE.

(Reuter's Service to the China Mail.)

LONDON, May 7.

Mr Asquith assured a Deputation of Scottish Home Rulers that the Government were determined to proceed with all speed with the scheme of devolution, which was the necessary sequence of Irish Home Rule.

DEATH OF A NOTABLE FINANCIER.

(Reuter's Service to the China Mail.)

LONDON, May 7.

The death is announced of Henry Oppenheim, confidential adviser to the Khedive Ismail; and who was associated with the purchase of the Suez Canal shares by Great Britain.

CHINESE NEWS.

(Wah Tsz Yat Po's Service.)

PEKING, May 6.

On account of the foreign financial representatives insisting on the appointment of advisers, the negotiations between Tang Shao Yi have failed. It is now decided that new negotiations will take place on the 6th inst. direct from the Financial Department with the representatives.

A meeting was held in the State Department with the intention of distributing national bonds and issuing temporary bank notes, which cannot be changed into cash at present.

SHANGHAI, May 6.

Li Yuan Hung, the Vice-President, has been asked by the State Department to visit the various provinces on military inspection.

THE SYRIA COLLISION.

Fine Behaviour of Passengers and Crew.

The P. and O. outward intermediate steamer Syria, which is expected to arrive in Hongkong to-morrow, was recently, will be remembered, in collision in the Mediterranean Sea with the French steamer Circe. Inquiries made on board at Colombo show that a thick fog hung over the sea when, about 6 o'clock in the evening, the accident occurred. The captain of the Syria had realised that a collision was about to occur, and was going astern at the time. But for this, remarked an officer, there would have been an entirely different story to tell. The impact resulted in the Syria getting fourteen of her steel plates on extreme starboard bow indented. A smooth sea was running at the time. Signals were exchanged, and when it was ascertained that neither steamer had been damaged to the extent of not being able to proceed without assistance, both vessels continued their voyage.

The P. and O. liner, on arrival at Malta, was handed over to the Chief Naval Constructor, who effected the necessary repairs. It is not known whether she will require docking, but this will be ascertained on her return to London.

Most of the passengers were on the promenade deck when the Syria received the shock, but they showed no signs of excitement or panic. Everything was done in an orderly manner as possible. No boats were lowered or life-belts requisitioned. The chief officer hurried down below and held a consultation with the chief engineer and master carpenter, and, after examination, it was found that the steamer had not been seriously damaged. The passengers were promptly assured of this, and the natural anxiety of those on board vanished. Nothing even remotely approaching a panic had taken place, and a noteworthy point was that the native crew behaved admirably.

The chief officer, in conversation with a press representative, spoke very highly of the behaviour of the native crew, who, he said, were perfectly calm at their posts, awaiting orders. Incidentally, he remarked, that he had heard the true story of the behaviour of the lascar crew on the Oceana, who were reported to have behaved in a very cowardly manner. He said that when the accident occurred the engine room crew had come on deck, and, there being no work for them, they had been asked by one of the officers to sit down. This they did, and, opening a Koran, they read or rather chanted portions from it. They were not wailing or showing any signs of cowardice.

DR. SUN YAT-SEN

Dr. Sun Yat-sen, who resigned the Presidency of the Chinese Republic in favour of Yuan Shih-kai, has sent a letter to Mrs Cantlie, 140 Harley-street, W., stating:—

"The enthronement of the Manchus does not mean the complete salvation of China. We have an enormous amount of work ahead of us, and it must be accomplished in order that she may be ranked as a great Power among the family of nations.

"I am glad to tell you that we are going to have religous toleration in China, and I am sure that Christianity will flourish under the new regime."

JAPANESE AND MANCHURIA.

Japan has ordered one of her Army Divisions to Pingyang, according to the Japanese papers. The Report has neither been confirmed nor denied, and what amount of truth there is in it is difficult to say. As is well known, Japan has immense barracks at Pingyang, constructed evidently for future contingencies, and thus is fully prepared to deal with any situation that may arise. If the report is true, then apparently she deems the time nearly ripe for action. What special circumstances have arisen which could have induced Japan to take this step? Perhaps the principal cause is to be found in the soldiers' mutiny at Peking and the similar resulting disturbances in other parts of the country. Japan officially certainly did not look with pleasure on the sweeping away of the Manchu dynasty, although its fall would have been less objectionable if its place had not been taken by a republic. Japan with a republic on the East and a republic in the West dreads a decline of the imperial spirit, which she judges necessary for her development. When the news of the mutiny at Peking reached Tokyo, however, it seemed that a republic was not so inevitable as was at first thought. Yuan Shih-kai's position from the Japanese point of view was severely shaken, and it was possible that, after all, the republic of China might prove a dream. But such a reversion of policy could only be accompanied by renewed serious disturbances, which threatened to prove fierce in South Manchuria, where Japanese interests are predominant. Again, it appeared not improbable at one time that Manchuria would only become a part of the new Republic after a struggle. The danger even yet is not entirely past, and will not pass until China obtains a strong hold over Mongolia. This leads naturally to the question of Russian influence in that region. It is generally said that Russia and Japan are now in full accord as to their respective interests in North China and that there is full communication between them as to their respective policies. The truth of this assertion, however, was somewhat rudely shaken by the evident perturbation with which the news of the Russian action in Mongolia was received in Tokyo. If there were such full accord, as stated, why did Russia not inform Japan of her meditated move? It is explained away in Japan as a political move only, by which is apparently meant that Russia does not seek territorial increment, but inasmuch as all annexations, such, for instance, as that of Korea by Japan, are prefaced by political movements from spheres of influence, through protectorates to absorption, the explanation does not seem very satisfactory. If Russia is to establish a protectorate over Mongolia and ignore the rights of the Chinese Republic, what course will Japan pursue? The only logical course seems to be to take similar action in South Manchuria. Russia has the advantage in Mongolia in that she can ostensibly poses as the champion of the Mongolian Princes who are contending for the independence of their country. In Manchuria the only possible claimant of sovereign rights is the deposed Emperor of China, and Japan would hesitate long before she set herself to champion his claims in the face of the Chinese nation. The only policy Japan can follow for the time being is one of watchfulness. The republicans and the imperialists can fight it out, and as long as Japan's interests are not affected she will not interfere. But to protect herself she requires to be as much on the spot in South Manchuria as Russia apparently is in Mongolia, and hence the necessity of despatching troops. During the session of the Japanese Diet which has just closed many attempts were made to obtain from the Government some clear statement as to its policy in China. For the most part these efforts were unavailing, Ministers either reserving their replies—to the Greek Kalends, apparently—or making those vague statements to which the Japanese language lends itself so admirably. The Government was severely heckled by several members as to its alleged effort to uphold the Manchu dynasty, in spite of its declaration as to entire neutrality throughout the struggle; but the answers of Ministers failed to show whether the allegation was true or false. The most definite statement was one made by the Minister of Foreign Affairs, wherein he acknowledged that the outbreak of disturbances in North China had put a different complexion on affairs and that Japan would be compelled to send troops as required owing to the interests she had at stake, which obliged her to prevent the region being made the basis of operations by the belligerent parties. This amounts to a declaration of a protectorate over South Manchuria. No statement was made as to Russia's action in Mongolia at least, not publicly. Whether Japan views Russia's action with alarm, as alleged, or whether she takes it as a part of an already arranged policy, is thus uncertain. All that can be stated definitely is that she will not allow South Manchuria to become a prey to any other Power or even allow it to form part of any agreement made with the other Powers as to international policy. It would thus seem that Manchuria will have to remain nominally a portion of the Chinese Republic or run the risk of coming actually under Japanese supervision. The establishment of a separate principality or a combination with Mongolia is not likely to be sanctioned.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail	Remarks.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SYRIA, Capt. R. A. Peters	Daylight, 9th May.	Freight and Passage.
SHANGHAI	DEVANHA, Capt. W. R. Hickey	About 9th May.	Freight and Passage.
LONDON, via Usual Ports of Call	ORIENTAL, Capt. Valentini	Noon, 11th May.	See Special Advertisement.
LONDON & ANTWERP, via S'pore, P'ang, C'mbo, Port Said & Marseilles	PALAWAN, Capt. C. R. Longden, R.N.R.	About 15th May.	Freight and Passage.

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office.

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THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912 From Hongkong.	FOR LIVERPOOL. 1912 From Quebec.
'EMPRESS OF JAPAN' Sat., May 11.	'ALLAN LINE' Fri., June 7.
MONTEAGLE' ..... Sat., June 1.	'EMPRESS OF BRITAIN' Fri., June 28.
EMPRESS OF INDIA' Sat., June 22.	'ALLAN LINE' Fri., July 19.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL. To Quebec and Rail to Vancouver.	ARRIVE HONGKONG. From Yokohama via Kobe, Nagasaki and Shanghai.
EMPRESS OF BRITAIN Fri., Apr. 26	MONTEAGLE ..... Sat., May 25.
ALLAN LINER ..... Fri., May 17	EMPRESS OF INDIA ... Thurs., June 13.
EMPRESS OF IRELAND Fri., June 7	EMPRESS OF JAPAN ... Thurs., July 4.
ALLAN LINER ..... Fri., June 28	MONTEAGLE ..... Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	HITACHI MARU, Capt. T. Yamawaki, Tons 7000	WEDNESDAY, 8th May, at Daylight.
	MIYASAKI MARU, Capt. J. Murai, Tons 9000	WEDNESDAY, 22nd May, at Daylight.
VICTORIA, B.C, & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	§ INABA MARU, Capt. S. Tominaga, Tons 7000	TUESDAY, 21st May, at 4 p.m.
	§ KAMAKURA MARU, Capt. ——, Tons 7000	TUESDAY, 4th June, at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU Capt. Sekine. Tons 5000	FRIDAY, 10th May, at Noon.
	NIKKO MARU, Capt. Yagi, Tons 6000	FRIDAY, 7th June, at Noon.
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. T. Noguchi, Tons 5000	WEDNESDAY, 8th May.
KOBE & YOKOHAMA	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 9th May.
BOMBAY, via SINGAPORE, AND COLOMBO	‡ HAKATA MARU, Capt. Y. Nomura, Tons 7000	MONDAY, 13th May.
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 8th May, at Noon

Inaba Maru' will connect at Kobe with the new steamer—S.S. 'Yokohama Maru,' which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.

§ Fitted with new system of wireless telegraphy. ‡ Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU, Capt. Y. Tozawa, Tons 6000	SATURDAY, 18th May.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

SEASONAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class	$135	$122	$108	$95.
2nd class	$ 81	$ 75	$ 65	$57.

With option of Rail between Steamer's calling ports in Japan.

For Further Information as to Freight, Sailings, &c., apply to

T. KUSUMOTO, *Manager.*

Shipping.

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

* Nile	11,000 Tons	Starting	May 14th, at 1 p.m.
Mongolia	27,000 ,,	,,	May 21st, at 1 p.m.
* Persia	9,000 ,,	,,	June 11th, at 1 p.m.
Korea	18,000 ,,	,,	June 18th, at 1 p.m.
Siberia	18,000 ,,	,,	July 2nd, at 1 p.m.
* China	12,000 ,,	,,	July 9th, at 1 p.m.
Manchuria ...	27,000 ,,	,,	July 16th, at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
Telephone No. 141.

Fred J. Halton, *Agent.*

TOYO KISEN KAISHA,

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDITE STEAMER.

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing.
Nippon Maru	A. G. Stevens	Tuesday, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th JUNE, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th JUNE, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd JULY, at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. The Steamers:—

BUYO MARU, HONGKONG MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons		Date of Sailing	
Hongkong Maru	.....	Friday,	7th June,	at Noon.
KIYO MARU	17,000	TUESDAY,	6th AUGUST,	at Noon.
BUYO MARU	11,500	FRIDAY,	4th OCTOBER,	at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

K. MATSDA, *Agent.*
KING'S BUILDING (Opposite Blake Pier).

70

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche. Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, VIA STRAITS, AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK,

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Bremen & Hamburg S.S. C. FERD. LAEISZ, 12th May.
S.S. ALESIA ..... 29th May.	For R'terdam, H'burg & Antwerp S.S. ARCADIA ..... 27th May.
S.S. SEGOVIA ..... 6th June.	For Marseilles, Havre & H'burg S.S. SITHONIA ..... 30th May.
S.S. SILESIA ..... 20th June.	For Havre, Bremen & Hamburg S.S. SCANDIA ..... 6th June.
S.S. FURST BULOW ..... 27th June.	For Marseilles, H'burg & Antwerp S.S. ANDALUSIA ..... 13th June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
* SINGAPORE, PENANG & CALCUTTA	HOPSANG	WEDNESDAY, May 8, at Noon.
† TIENTSIN via WEIHAIWEI	CHIPSHING	THURSDAY, May 9, at Noon.
MANILA	LOONGSANG	SATURDAY, May 11, at 2 p.m.
† SHANGHAI	HANGSANG	SUNDAY, May 12, Daylight.
MANILA	YUENSANG	SATURDAY, May 18, at 2 p.m.
‡ SHANGHAI, KOBE AND MOJI	FOOKSANG	SUNDAY, May 19, Daylight.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chifoo, Tientsin, via Chinwantao.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., *General Managers.*

75

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. *FAZILKA* 4152 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA & KOBE on the 8th May, at Daylight, taking cargo and passengers at current rates. To be followed on the 17th May by s.s. *ITOLA*, 5267 tons, Captain W. W. Tucker.

WESTWARD

The S.S. *FULTALA*, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 10th May, at Noon; followed by the S.S. *FAZILKA* on 28th May, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd., *Agents.*

TELEPHONE No. 215.

Hongkong, February 9, 1912. 18

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

For	Steamers.	Date of Departure.
LONDON, ROTTERDAM, & ANTWERP	'FLINTSHIRE'	about 19th May.
SHANGHAI, KOBE AND YOKOHAMA	'MONMOUTHSHIRE'	about 1st June.
LONDON & ANTWERP	'DENBIGHSHIRE'	about 15th June.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., *Agents.*

Hongkong, February 15, 1912. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CHEFOO & NEWCHWANG	KWANGSE	May 8, at 4 p.m.
HAIPHONG	SINGAN	May 9, at 11 a.m.
SHANGHAI	CHINHUA	May 9, at 4 p.m.
SHANGHAI	ANHUI	May 11, Midnight.
MANILA, CEBU & ILOILO	KAIFONG	May 14, at 4 p.m.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	TAIYUAN	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, (uncertain) THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE — GUTHAIE ..... May 11, at 4 p.m.

☞ AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming.' Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. 'Kaifong' is situated on deck, aft.

☞ SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chinhua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS.*

Telephone No. 35.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG, Capt. F. v. Binzar.	(13,300)	WEDNESDAY, 15th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN, Capt. A. Ahlborn.	(17,300)	About THURSDAY, 16th May.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. L. Klugkist.	(6,750)	SATURDAY, 18th May, 5 p.m.
KOBE & YOKOHAMA	PRINZ SIGISMUND, Capt. D. Lenz	(6,000)	About TUESDAY, 28th May.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.		Middle of May.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd.

MELCHERS & CO.,
General Agents, Hongkong & China.

Shipping

FOR CALCUTTA, PENANG AND SINGAPORE.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship GREGORY APCAR, Capt. J. E. Drake, will be despatched for the above ports on WEDNESDAY, the 8th May, at 1 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ln., *Agents.*

Hongkong, April 30, 1912. 59

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship DILWARA, Captain H. A. Sharpe, will be despatched for the above Ports on WEDNESDAY, the 8th May, at 4 p.m.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.

For Freight or Passage apply to DAVID SASSOON & Co., Ln., *Agents.*

Hongkong, April 30, 1912.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *ORIENTAL*, Captain Valentini, carrying His Majesty's Mails will be despatched from this for BOMBAY, on SATURDAY, the 11th May, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Malwa* 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the s.s. *Persia* due in London on the 23rd June, 1912.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, *Superintendent.*

Hongkong, April 29, 1912. 592

FOR KOBE & MOJI.

THE Steamship ARRATOON APCAR, Captain ——, will be despatched for the above Ports on TUESDAY, the 14th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ln., *Agents.*

Hongkong, May 8, 1912. 630

THE AMERICAN & MANCHURIAN LINE.

FOR NEW YORK.

(With Liberty to call at the Malabar Coast and to proceed via The Cape of Good Hope).

THE Steamship MATOPPO, Captain Dorman, will be despatched for the above Port on WEDNESDAY, 15th May.

For Freight, etc., apply to THE BANK LINE, LTD., *General Agents.*

Hongkong, April 15, 1912. 528

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship BAYERN, Captain Brehmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo Marked Hawaii from Steetin.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, May 6, 1912.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo		Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London		Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	Tons	noon, Sat'day	Steamer	Tons	Saturday	Friday
ORIENTAL	5284	May 11	MALWA	11900	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11900	July 20	July 26
ASSAYE	7500	July 6	MARMORA	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON,

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Tonnage	Leave Hongkong about		Due London about	
PALAWAN	5000	May	15	June	28
BORNEO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10
SIMLA	6000	July	10	August	24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON

1st SALOON £55.0 SINGLE £82.10 RETURN.
2ND " £38.10 " £57.4 "

For further particulars apply to

E. A. HEWETT, *Superintendent.*

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	Steamers	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	NERA.	—.	May 20, about 6 P.M.
MARSEILLES, Via Ports	YARRA.	TIVOLLE.	May 21, at 1 P.M.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, *Agent,*
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamships	Captain	Leaving.		
HAICHING	Capt. W. C. Passmore	FRIDAY,	10th May,	at 11 A.M.
HAITAN	Capt. J. S. Roach	TUESDAY,	14th May,	at 11 A.M.
HAIYANG	Capt. J. W. Evans	FRIDAY,	17th May,	at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days

HAIMUN	Capt. A. H. Stewart	WED'DAY,	8th May,	at 11 A.M.
		SUNDAY,	12th May,	at 10 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
RAFIRO	4,000	M. C. Smith	Manila, Manjacio, Iloilo & Cebu	FRIDAY, May 10, at 4 p.m.
RUBI	4,000	S. A. Crosby	Manila, Manjacio, Iloilo & Cebu	MONDAY, May 20, at 4 p.m.

For Freight apply to

Shaw, Wallace & Co.

Shipping

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND (Or.), via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer.	Tons.	Captain.	On or about
† LUCERIC		—	May 15th.
† OCEANO		—	June 15th.
OCEANO		—	June 27th.

† For MANILA only.

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to:

THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE'S BUILDING.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 25th May.

FROM COLOMBO. 10th June.

For Rates and further information, apply to

THE BANK LINE LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911. 447

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG — FREQUENT SAILINGS

FROM CALCUTTA — End January. End February.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers TO South African Ports.

ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons.....To be despatched End of May.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, August 28, 1911. 1105

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	May 3.	May 25th, at Noon.
ALDENHAM	May 17.	June 8th, at Noon.
EMPIRE	May 31.	June 22nd, at Noon.
ST. ALBANS	June 28.	July 20th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA

GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'

Capacity 23,000 Tons. Length 630 Feet. Beam 73½ Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG on MONDAY, May 6th, AT NOON.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION. Suites and double rooms (all outside rooms). Music, open library, smoking room, Nursery, Laundry, Table Steward, etc.

Direct connections at Seattle for all points East. Through tickets and baggage to all points in U.S.A. and Canada.

Dining Saloon [illegible]

[illegible]

For full [illegible]

Shipping

AUSTRIAN LLOYD

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. BOHEMIA, 7900 tons, will leave as above on May 19th, at 6 p.m.

S.S. AFRICA, 8840 tons, will leave as above on June 19th, at 6 p.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Cheap rates, Hongkong—Trieste Venice £50 1st class, £36 2nd class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI,

S.S. AFRICA, 8840 tons, will leave as above on 4th June, at Daylight.

MONTHLY ORDINARY SERVICE,

S.S. PERSIA, 12,500 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 30th May.

S.S. E. FRANZ FERDINAND, 12,300 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 1st June.

These steamers are fitted with comfortable One class accommodation for Saloon passengers, Cheap rates, Hongkong—Trieste Venice £43 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., *Agents,*
PRINCES' BUILDING.

Hongkong, January 3, 1912.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves 1912
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokkaichi & Yokohama	SEATTLE MARU,	6183	Thursday, 16th May, at 1 p.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokkaichi & Yokohama	MEXICO MARU,	6064	Tuesday, 28th May, at 1 p.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, G.$110.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
FOOCHOW, via SWATOW AND AMOY	KAJO MARU,	WEDNESDAY, 8th May, at Noon.
TAMSUI via SWATOW & AMOY	DALIN MARU,	SUNDAY, 12th May, at Noon.
ANPING, via SWATOW & AMOY	SOSHU MARU,	WEDNESDAY, 15th May, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, *Manager*

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon & West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forward on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th of May will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 a.m.

All claims must reach us before the 15th of May, 1912, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, May 1, 1912. 617

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Hoyang*, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 3rd inst. will be landed and stored at Consignees' risk and expense.

[illegible]

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship *Gregory Apcar* having arrived from the above ports, Consignees of Cargo are hereby informed that their Cargo will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ld.,
Agents.

Hongkong, May 4, 1912. 624

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship COBLENZ, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th of May, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th of May, at 9.30 a.m.

All claims must reach us before the 17th of May, 1912, or they will not be recognised.

No Fire Insurance will be effected.

[illegible]

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Dilwara* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 7th May, will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take IMMEDIATE delivery of their Goods from alongside. Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ld.,
Agents.

Hongkong, May 6, 1912. 631

AMERICAN & ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship INDRAMAYO, Captain THOS. R. EVANS, having arrived from the Above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on SATURDAY, the 11th May, 1912, at 10 A.M.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 4, 1912. 625

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP *LOTHIAN*, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hdt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents.

Hongkong, April 30, 1912. 623

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES of CARGO per Steamship NILE.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after THURSDAY, May 2nd, 1912, at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on TUESDAY, 7th May, 1912, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on MONDAY, May 6th, 1912, at 10 A.M.

All Claims must be filed on or before May 30th, 1912, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, May 1, 1912. 607

NOTICE TO CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship ALDALUSIA, Captain ARTELT, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on collect notice to the contrary be given To-day.

All claims must be presented within [illegible] days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the [illegible] at 9.30 a.m.

No Fire Insurance will be effected.

[illegible]

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

A MUCH MARRIED WOMAN.

Mrs. Jenny Schmeyer was committed to prison at Allentown, Pennsylvania, charged with bigamy. Although only 27 years of age she has had twelve husbands in ten years, and apparently was never divorced from any of them. "I liked them all," she admitted, reluctantly. Some are dead and some missing, but three attended the hearing. The defendant is a small woman, vivacious, with dark eyes, but hardly beautiful.

The listing of her husbands proved a very difficult task for the country detectives. They were found here, there, and everywhere in Pennsylvania. The police do not pretend that the list even now is absolutely complete. To judge by the names the lady was thoroughly cosmopolitan in choosing her mates from all nations. No record was given of their ages, but the magistrate said they were "evidently a mixed lot."

Mrs Schmeyer smiled when brought into court, and said she still hoped to secure a real good husband before she died. (The others were apparently only samples on approval, or engagements on probation).

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—

On the 7th at 12.10 p.m.—Pressure has increased moderately over Japan. Gradients are shallow and indefinite over the entire area.

Light or variable winds may be expected along the S.E. coast and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: E. winds, moderate; fair.

2.—Formosa Channel: N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

To-day's Advertisements

G. R.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn, at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M., on the 8th May, 1912.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed 'TENDERS FOR GOVERNMENT BILLS.'

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of tender can be had on application.

H. D. STACPOLE,
Lt.-Col., A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, May 7, 1912. 637

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of CARPENTERS, CAULKERS, PLATERS, PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS, or LEATHERWORKERS to H. M. NAVAL YARD.

Forms of Tender can be obtained at the CHIEF CONSTRUCTOR'S OFFICE, H. M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than NOON SATURDAY, 18th May, 1912.

E. R. BATE,
Chief Constructor.

Hongkong, May 7, 1912. 634

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG,

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO).

THE Steamship POLCEVERA, will be despatched as above on MONDAY, the 13th instant, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, May 7, 1912. 632

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Suisang* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 7th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, May 7, 1912. 635

NOTICE TO CONSIGNEES.

STEAMER *ERNEST SIMONS.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Normand*; from BORDEAUX ex s.s. *Ville d'Arvas*, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and, or extra hazardous Godowns of the HONGKONG WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned and Goods remaining unclaimed after the 13th May, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th May, or they will not be recognized.

All damaged packages will be examined on the 13th May.

No Fire Insurance has been effected.

[illegible]

To-day's Advertisements

THE CHINA MAIL.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 must be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 must be sent us not later than 2 p.m.

New Advertisements must be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong.
Telephone No. 22.

THE CHINA MAIL, LIMITED.

WANTED.

UNFURNISHED FLAT, entry beginning of June.

Terms, etc., to
S. B. P.O. Box 250.

Hongkong, May 7, 1912. 633

POST OFFICE NOTICES.

Only fully prepaid Letters and post cards are transmissible by the SIBERIAN ROUTE to EUROPE. Letters for this route should be superscribed via SIBERIA.

The Mongolia with the American and Siberian Mails is due to arrive here on Wednesday, the 8th inst.

Mails will for Close:—

PORT BAYARD, HAIPHONG & PAKHOI.
Per *Si-Kiang*, at 8 a.m., on Wednesday, the 8th May.

SWATOW.
Per *Haimun*, at 10 a.m., on Wednesday, the 8th May

JAPAN & NAGASAKI.
Per *Nikko Maru*, at 11 a.m., on Wednesday, the 8th May.

SWATOW, AMOY, FORMOSA & FOOCHOW.
Per *Kaifo Maru*, at 11 a.m., on Wednesday, the 8th May.

STRAITS & INDIA Via CALCUTTA.
Per *Hopsang*, at 11 a.m., on Wednesday, the 8th May.

STRAITS & INDIA Via CALCUTTA.
Per *Gregory Apcar*, at noon, on Wednesday, the 8th May.

MACAO
Per *Sui Tai*, at 1.15 p.m., on Wednesday, the 8th May.

CHEFOO & NEWCHWANG.
Per *Kwangse*, at 3 p.m., on Wednesday, the 8th May.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
Per *Dwara*, at 3 p.m., on Wednesday, the 8th May.

SHANGHAI, NORTH CHINA & JAPAN Via MOJI.
Per *Syria*, at 5 p.m., on Wednesday, the 8th May.

HAIPHONG & PAKHOI.
Per *Johanne*, at 8 a.m., on Thursday, the 9th May.

HAIPHONG & PAKHOI.
Per *Hanoi*, at 9 a.m., on Thursday, the 9th May.

PAKHOI & HAIPHONG.
Per *Singan*, at 10 a.m., on Thursday, the 9th May.

SHANGHAI & NORTH CHINA.
Per *Devanha*, at 11 a.m., on Thursday, the 9th May.

Europe via Siberian.

WEIHAIWEI & TIENTSIN.
Per *Chipshing*, at 11 a.m., on Thursday, the 9th May.

SWATOW, AMOY, FORMOSA & FOOCHOW.
Per *Haiching*, at 10 a.m., on Friday, 10th May.

STRAITS & CEYLON.
Per *Fultala*, at 11 a.m., on Friday, the 10th May.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA & NEW ZEALAND.
Per *Yawata Maru*, at 11 a.m., on Friday, the 10th May.

PHILIPPINE ISLANDS.
Per *Zafiro*, at 3 p.m., on Friday, the 10th May.

Temperature.

Hongkong, May 7, 1912.

Barometer	9 A.M.	29.91
Do.	1 P.M.	29.87
Do.	4 P.M.	29.76
Thermometer	9 A.M.	76
Do.	1 P.M.	78
Do.	4 P.M.	75
Do. (Wet Bulb)	9 A.M.	[illegible]
Do. (Wet Bulb)	1 P.M.	[illegible]
Do. (Wet Bulb)	4 P.M.	[illegible]
Dew Point		[illegible]
Humidity		[illegible]
Chinese Thermometer		[illegible]
Cloud		[illegible]
Sea		[illegible]
Wind		[illegible]

STEAMERS PASSED SUEZ CANAL.

OUTWARD.

April 12, *Benvorlich, Kurongo.*
April 16, *Promtheus, Badenia, Kina.*
April 19, *Benlarig, Denbighshire, Nore.*
April 23, *Benglos, Pahling, Pelens, Vladimir.*
April 26, *Goeben, Jeserie, Nero, Afghan Prince.*
April 30, *Bloemfontein, Brazilia, Teenan, Alesia.*
May 3, *Ajax, Monmouthshire, Simla Tranquebar.*

HOMEWARD.

April 23, *Benlomond, Dardanus, Glamorganshire, Jason, Patricia, Preussen.*
April 26, *Princess Alice, Suevia.*
April 30, *Hirano Maru, Nelus.*
May 3, *Australien, Nubia.*

ARRIVALS FROM CHINA.

May 3, *Meinam, Memnon, Mishima Maru, Kina.*

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Mongolia* from San Francisco on the 10th April for Hongkong via Honolulu, Yokohama Kobe, Nagasaki and Shanghai, is due to arrive at this port on Wednesday, the 8th May, between 6 and 8 a.m.

The P. & O. S. N. Co.'s s.s. *Devanha* with the English Mail, left Singapore on Saturday, the 4th May, at 9 a.m., and may be expected here on or about Wednesday, the 8th May, at 4 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 3rd April, and for despatch overland on the 10th April.

The N. D. L. s.s. *Goeben*, carrying the German Mails, left Colombo on Sunday, the 5th May, a.m., and may be expected here on or about Thursday, the 16th May.

Other Vessels.

The P. & O. S. N. Co's s. s. *Syria* left Singapore for this port on the 3rd May, at 8.30 a.m., and is due here on the 8th May, at about 8 a.m.

The B. I. S. N. Co.'s s.s. *Arratoon Apcar* from Calcutta, left Singapore on the 3rd May, p.m., and may be expected here on or about the 9th May.

The C. & Co.'s s.s. *Pilcovera* left Singapore for this port on the 3rd May, and may be expected here on or about the 9th May.

The Russian s.s. *Peter Bery* left Vladivostock via Moji on the 30th April for this port, and is due to arrive here on or about the 10th May.

The O. S. K. str. *Seattle Maru* from Tacoma, will leave Manila for this port on the 8th May, and is due to arrive here on the 12th May.

The N. D. L. s.s. *Prinz Sigismund* left Sydney on Saturday, the 4th May, at 11 a.m., and may be expected here on or about the 27th May.

Latest Advices.

The P. & O. S. N. Co.'s s.s. *Peru* arrived at London on the 5th May, in the afternoon.

The Ben Line steamer *Benvorich* from Leith and London, left Singapore on the 6th May for this port.

EXCHANGE.

Hongkong, May 7, 1912.

On London—	
Bank Wire	1/11
„ On demand	1/11
„ 30 days' sight	1/11
„ 4 months' sight	1/11
Credits, 4 months' sight	2/-
Documentary, 4 months' sight	2/-
On Paris—	
On demand	249
Credits, 4 months' sight	253
On Berlin—	
On demand	202
On New York—	
On demand	48
Credit, 60 days' sight	49
On Bombay—	
Wire	147
On demand	147
On Calcutta—	
Wire	147
On demand	147
On Singapore—	
On demand	84
On Manila—	
On demand	97
On Shanghai—	
On demand	72
30 days' sight, (private paper)	72
On Yokohama—	
On demand	98
Gold Leaf (100 tens fine)	$68.70
Sovereigns (Gamm's buying rate)	$10.10
Silver (per oz)	27
Bar Silver (per oz)	[illegible]
Cheques	[illegible]
Cents	[illegible]

SHARE LIST.—QUOTATIONS.

MAY 7, 1912.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations. Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$ 125	all	$835 London, £83
MARINE INSURANCE.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$215, buyers
China Traders Insurance Co., Ld.	24,000	$ 83.33	$ 25	$100
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 145
Union Insurance Society, Limited	12,400	$ 250	$ 100	$815
Yangtsze Insurance Association Ld.	12,000	$ 100	$ 60	$195, ex div., Ex. [illegible]
FIRE INSURANCE.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$132
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$350, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	60,000	$ 50	all	$46, buyers
New Amoy Dock Co., Ltd.	10,000	$ 84	all	$84, sales & buyers
Shanghai Dock and Eng. Co., Ld.	85,700	Tls. 100	all	Tls. 54
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	all	$10½, sales
Douglas Steamship Co., Limited	20,000	$ 50	all	$25, buyers
H. K. C. and M. Steamboat Co., Ld.	80,000	$ 15	all	$27
Indo-China S. N. Company, Ltd.	60,000 / 60,000	£ 5	all	$65 London, £7.7.6
Star Ferry Company, Ld.	10,000 / 10,000	$ 10 / $ 10	all / $ 5	$32, buyers / $20, buyers
Shell Transport & Trading Co., Ltd.	2,850,000	£ 1	all	115/-
Shanghai Tug and Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 14
do Preference.	10,000	Tls. 50	all	Tls. 41
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$105, sales
Luzon Sugar Company, Limited	7,000	$ 100	all	$34
WHARVES.				
H.K. & Kow. Whar. & Godown Co.	80,000	50	all	$56½, sales & buyers
Shanghai and Hongkew Wharf Co.	56,000	Tls. 100	all	Tls. 87½
LANDS AND BUILDINGS.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	all	$106, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 32
Kowloon Land and Building Company	6,000	$ 50	$ 30	$34
Wei-hai-wei Land & Building Co.	3,674	Tls. 20	all	Tls. 4½
Humphreys Estate & Finance Co.	100,000	$ 10	all	$8, sales
West Point Building Co., Limited	12,500	$ 50	all	$53, buyers
TRAMWAYS.				
The Peak Tramways Co., Ltd.	25,000 / 50,000	$ 10 / $ 10	all / 1	$12½ / $1.20
MINING.				
Chinese Engineering Mining Co., Ltd.	1,000,000	£	all	36/- sales
Tronoh Mines Limited	160,000	£ 1	all	77/- sales
Heawood Tin & Rubber Estate Ltd.	715,280	2/-	all	5/-
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	all	$4.50, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000 / 8,000	$ 50	all / $ 25	$100, $68 buyers
Manila Metropole Hotel, Ld.	15,000	Per 10	all	P8½
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	all	$8
DISPENSARIES.				
A. S. Watson & Co., Limited	90,900	$ 10	all	$5, sales
Watkins Limited	10,000	$ 10	all	$3
LIGHTING.				
Shanghai Gas Company, Ltd.	24,000	Tls. 50	all	Tls. 94
Hongkong Electric Co. Limited	50,000	$ 10	all	$22, ex div. buyers
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$ 10	all	$4½, buyers
United Asbestos Oriental Agency, Limited	8,000 ordy / 12,000 fndrs	$ 10 / $ 10	$ 4 / all	$10 / $300
Union Waterboat Co. Limited	50,000	$ 10	all	$7½, sales
Hongkong Dairy Farm Co.	40,000	$ 7½	$ 6	$22
Hongkong Ice Company, Limited	5,000	$ 25	all	$205
Shanghai Waterworks Co., Ltd.	16,350	£ 20	all	Tls. 320
H'kong Rope Manufactory Ld. Co.	80,000	$ 10	all	$18
H.K. & S. C. S. Fisheries Co., Ltd	18,000	$ 10	$ 7	$4, buyers
Hongkong Cotton Spinning Co., Ld	125,000	$ 10	all	$5, sales
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	all	Tls. 91
Maatschappij tot Mijn-, Bosch-en Landbouwexploitatie in Langkat	250,000	G 10	all	Tls. 60, buyers
China Provident Loan Mortgage Co., Limited	200,000	$ 10	all	$3½, sales & buyers
China Borneo Company Ltd.	50,000	$ 12	all	$10½
Campbell, Moore & Co., Limited	1,200	$ 10	all	$25
Wm. Powell, Limited	45,000	$ 7	all	$6, buyers
South China Morning Post	6,000	$ 25	all	$22
China Light and Power Company	50,000 / 50,000	$ 5 / $ 1	all / all	$1.75
Steam Laundry Company, Limited	20,000	$ 5	all	$6½, sellers
Watsemann Limited	3,000	$ 10	all	$15, buyers
Goode Price & Co., Ltd.	50,000	$ 10	all	$12, buyer
Societe des Pulpes et Papeteries du Tonkin	13,200	$ 50	all	$17½
Hongkong Steel Foundry Co., Ld.	15,000	$ 10	all	$10
CIGAR COMPANIES.				
Philippine Co., Limited	75,000	$ 10	all	$5, buyers
RUBBER.				
Para Rubber in Lot 6 in Daily wire	Per	Tls.		[illegible]
BONDS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898 (Tientsin-Pukow)	Tls. 250	£ 24	[illegible]	[illegible]